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## H. C. MOWRY.

Now that the public elevator men of Chicago have induced one branch of the Illinois Legislature to pass a bill permitting them to deal in grain stored in their own houses and to mix it with the grain of other dealers which is entrusted to the elevator men, as bailees, for safe keeping, there is greater need than ever for a strong organization of country shippers.

This act of the Illinois Senate only shows how weak is the Illinois Grain Dealers' Association and how greatly it is in need of the active and earnest support of every regular grain dealer of the state. If the dealers of the state were aware of the many honest efforts of the association to advance their interests and of the work it is attempting to do, each would, no doubt, give it his hearty support and lend his counsel. The officers have been of the opinion for some time that a campaign for the information of regular dealers should be conducted. Accordingly arrangements have been made with H. C. Mowry, a charter member and an ex-president of the Association, to visit the regular dealers of Illinois who are not members to explain the work and aims of the organization.

Mr. Mowry, whose portrait is given herewith, was born in Northern Rhode Island. At an early age he entered the employ of a cotton factory, where he remained for a number of years. After the close of the civil war, in which he participated, he was engaged in the railway mail service. In 1867 he came to Illinois to take charge of the grain business of Dexter Clark at Forsyth, in which he had an interest. In 1869 Day, Sprague & Co. of Providence, R. I., the largest grain firm then in the New England states, bought out Clark's interest, and Mr. Mowry became the general western agent for that firm. In 1876 that firm divided and Mr. Mowry remained with the Day side which became Day, Sons & Co. Mr. Mowry remained with Day Sons & Co. until the death of the senior member, Daniel E. Day, when the Day interest was closed out in Illinois. Since then Mr. Mowry has been doing business for himself at Forsyth. He has arrived at the time of life when one does not care to exert himself as in former years, but he takes the same deep interest in the grain trade that he always did.

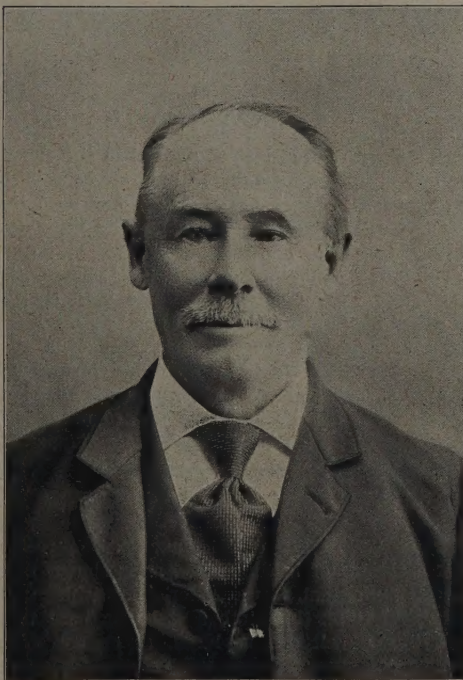
Mr. Mowry has the interests of the trade and the Association at heart, knows a great many Illinois dealers and has a host of sincere friends in the trade. He is familiar with everything the Association has done and aims to do, so will surely do the

Association much good in his travels about the state.

## SHORTAGES AND CHECK BEAMS.

BY J. A. DEMUTH.

For the past five or six years the terminal elevators of the L. S. & M. S. Ry. Co. at Toledo have been under the management of a private company. Prior to this change the local agent of the company



H. C. MOWRY OF FORSYTH, ILL.

was in charge. I say in charge, because in this particular case being in charge did not imply management. In point of fact there was no manager. The agent had no authority to act except in a very limited degree. Those who had authority were not in touch with the business; so that a shipper's grievance over a shortage went through a regular grind and that was the end of it with very rare exceptions. Now that Toledo is enjoying a reputation for satisfactory weights it may not be uninteresting to the readers of the "American Elevator

and Grain Trade" to know how it used to be in former days.

I have said that in those days the management was not in touch with the business; that, practically, there was no manager. No one among the officers, who were located at Cleveland, felt like assuming the responsibility of paying a shortage claim without explicit instructions from the general manager to do so. The grain business at Toledo was with the general manager a sort of *sidé issue*. He was a very busy man—a very great man—and it was a fixed policy with his subordinates to save him as much as possible. Consequently a claim for shortage, however well substantiated, usually went through the grind, over and over. It was referred backward and forward, for so many, many months, for data, that the weary shipper in many cases gave up in despair, and the claim department, missing the impelling force of the shipper's erstwhile persistent kicking, finally pigeon-holed the bundle of papers for age.

There were a few shippers whose heads were longer or whose influence was stronger than the rank and file, who managed to hit the right spot with their claim the first time. I can recall three claims for shortages which were cheerfully paid by the company, and in due time. Now, there were two reasons—perhaps three—why the great body of short shippers failed in getting any satisfaction. One reason was because there was no one with authority to act who was in touch with the business; claims were usually filed with the man whose interest it was to prevent them reaching the proper official. Another reason was that shippers were not persistent, and a third reason was that very often—in fact, nearly always, they had no evidence to support their claims.

When a claim came in with the declaration from the shipper that he knew his weights were correct because he "weighed that car himself," we invariably assumed that the shipper had no proof whatever of his weighing. We paid no attention to such claims and there were a great many of them. Even an affidavit with the claim did not disturb us, because the grain clerk could swear before the company's notary that to the best of his knowledge the terminal weights were correct and one affidavit was as good as another. It was exactly this state of affairs that made the company (as far as the company knew anything about the matter) indifferent to claims. The general manager had but an inkling of the true state of affairs, because, as I have intimated, the subordinate heads of departments were personally interested in suppressing as far



as possible all causes which tended to disturb the smoothness with which they aimed to have their departments conducted.

I would advise shippers to send their grain to elevators whose management is directly in touch with their interests. Manifestly every elevator company desires to receive as much grain as possible, and for this reason the shipper's interests are bound to receive attention. The L. S. & M. S. Ry. Co. was not an elevator company. Their terminal elevators were built mainly to take care of their line elevators or grain houses; these were conducted and their weights guaranteed because they were a factor in freightage. As other roads began to ship to Toledo via the L. S. & M. S. the shortage trouble began to grow apace. Prior to this the local officer at Toledo was seldom, if ever, disturbed by shortages. So that by the time shortages became a crying evil the company had settled into a rut of routine management of the terminal elevators which almost ignored the existence of shippers. The local authorities were, however, worried not a little by this shortage trouble.

As I was in charge of the elevator and grain house accounts I had every facility for locating the evil. I knew our weighmen were making mistakes and were taking heavy toll to be on the safe side at the end of the year. My checkbeam (double entry system) was the result of my efforts to get a check on our weighmen in our elevators, and at first no thought was entertained of making an improvement in scales. I put this system into use on one of our receiving track scales at my own expense. Its use for a short time proved that it was a valuable check on the weighmen. Our local agent brought it to the attention of our traveling auditor and finally it was brought to the attention of the general superintendent, but I think it got no farther for several years. The local agent was persistent, however, and at last secured permission to apply it, at actual cost of the work, to all four of our receiving track scales.

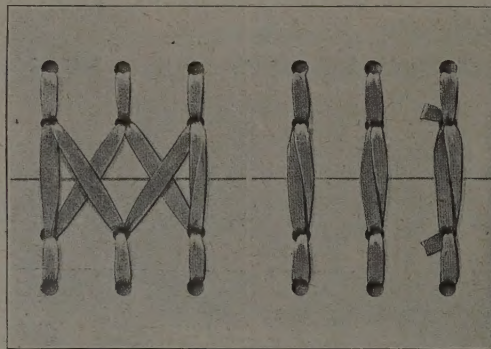
Its use for a few years thereafter showed an awful state of affairs. Even then, with a dead sure check on them our weighmen were making dreadful mistakes, ranging from 50 to 10,000 pounds. A statement of these errors—500, 800, 1,000, 2,000, 3,000, 5,000, 8,000, 10,000 pounds—was made and given to the traveling auditor in hope that the "management" at Cleveland would come down posthaste to look into the matter. Wouldn't they if they had been in touch with the shippers? The mistakes were there on the tally books and corrected in red ink—sometimes giving the shipper 10,000 pounds more than he shipped—sometimes taking that much from him. I had a lot of proof besides the weighmen's entries in their own figures, and I wanted the general manager to come down and look into the matter. I fondly hoped he would yet allow me a little royalty for applying the system to his scales. Did he ever come? Never. Did I ever hear a single word from that statement? Not a single word! Where is it now? In the traveling auditor's pigeon-holes I dare say. But I have the original and I have prepared a summary of it, and I will be glad to send it to any grain shipper for the asking. And now, mark this climax!

Two or three years after I left the company's service for a service much more to my liking (and much more remunerative). The company, having leased Elevator B, found it necessary to put in a new scale in Elevator A. Observe the grind. They put in a new scale without any check arrangement whatever! There were several others on the market besides my own, but the management (?), with that statement in some of their out-of-the-way pigeon-holes, totally ignored all of the check devices and, what is more amazing, or what would be most amazing to anyone who did not know them, they totally ignored the special request of their local agent and the resident division agent to have the beam supplied with the check device!

Here is my explanation of it: That request was probably attached to the order for the scale. That order went to the purchasing agent, who knew no more what was meant by check beam than he knows, presumably, of Greek. The scale company, who was giving him "best figures" at that time

were not directly authorized to supply and check device, although there were three of them on the market. The scale company easily convince him that "the thing don't amount to much," and there stands that scale, or did, the first and last time I saw it, a piece of finished evidence of—what shall we call it? The traveling auditor knew nothing of the intended purchase of a new scale and the purchasing agent knew nothing of the statement, which to this day, perhaps, lies in a pigeon-hole of his desk. What a Tragedy of Errors!

South of the L. S. & M. S. elevators on the same side of the Maumee River are the immense and thoroughly modern elevators of the Wabash Company. These elevators are under the management of a manager. He is furthermore equipped with authority and is a clear-headed accountant. It took him some time to be quite sure which check system he wanted, but he wanted a check on his weighmen, and when he had come to a decision the beams in his elevator scales were shortly on their way to the factory to be fitted with the checks. Across the river the same thing happened at the Union Elevator, operated by men who are in the business and with it and know it in all its details. They had been paying a practical bookkeeper \$1,200 to keep their weighing records straight. Further up the river on the same side is the C. H. & D. Elevators, operated by a manager who is interested in its stock and who is doing his best to make the relations between grain shippers and his company mutually profitable. All of the scale beams in this immense elevator were sent back to the factory to



ONE WAY OF LACING BELTS.

be fitted with check beams, and when the elevator burned a few years ago the new scales came on furnished with check beams. They had used them for several years on the old scales and knew what they were worth.

The failure of the L. S. & M. S. Co. to supply their new scale with a check beam has been accepted in a few instances which have come to my knowledge, as evidence affecting the value of a check of this kind. The fact that all other elevator companies in Toledo have their scales supplied with checks ought to go a long way toward putting this matter in its proper light before grain shippers.

### ONE WAY OF LACING BELTS.

Frank W. Parker of Richinbar, Ariz., recently sent a sample of belting, laced as is shown in the accompanying cut, to the American Machinist. He writes, "I think this method of lacing belts is the best way a belt can be laced, as anyone of the strings can wear in two and yet it will not pull out. I have tried it on belts varying in size from 1½ inches up to 14 inches, and always found it to give splendid results, especially running over tighteners. The end can be cut off short at the last hole laced, yet it will be found to hold as long as the rest of it is all right. It is an excellent lacing for small belts working up to their full capacity."

If the public elevator men do not secure enough profit from storing the grain of other owners they should make their elevators private. Then they can do as they like. No bond would be required, and they would not be amenable to the warehouse law.

### NEBRASKA'S ANTI-GRAIN DEALERS' ASSOCIATION LAW.

The majority of the members of the Nebraska Legislature for some reasons known only to themselves seem to be ill-disposed toward the grain dealers of the state, as is clearly shown by the unfair law enacted at the recent session. The bill was House Roll No. 456, and as passed provides:

For an act to prohibit combinations among grain elevator men and to prohibit any person, company, partnership, association or corporation engaged in the business of grain dealing or owning or operating any grain elevator, or in buying, selling, handling, consigning or transporting grain from entering into any understanding, contract, agreement or combination with any other person, company or partnership, association or corporation to form, enter into, maintain or contribute to any trust, pool, combination or association of whatever name, having for any of its objects the prevention of competition among buyers, sellers or dealers in grain, not members of or not doing business through such trust, pool, combination or association, by means of preventing such persons from finding a market for their grain, and by intimidating and preventing purchasers and exporters from buying from any person not a member of and not doing business through such trust, pool, combination or association; and to provide a penalty for the violation of this act.

Be it enacted by the Legislature of the State of Nebraska:

Section 1. That it shall be unlawful for any person, partnership, company, association or corporation engaged in the business of grain dealing or owning or operating any grain elevator, or in buying, selling, handling, consigning, shipping or transporting grain, to enter into any understanding, contract, agreement or combination with any other person, company, partnership, association or corporation whether within or without this state engaged in a like business, to form, enter into or maintain or contribute money or anything of value to any trust, pool, combination or association of persons, partnerships, companies, associations, or corporations of whatever name, which has for any of its objects the prevention of competition among buyers, sellers or dealers in grain, or which by any of its acts, or the acts of any of its officers, members, agents or employees hinders or prevents or tends to hinder or prevent the fullest competition in the purchase, sale or dealing in grain by any person, partnership, company, association or corporation outside of, or not a member of, or not doing business by or through such trust, pool, combination or association, or any of its members, officers, agents or employees; or which has for one of its objects the prevention of competition by requiring or compelling its members not to deal with shippers or dealers in grain not members of such trust, pool, combination or association; or which requires its members to refuse to sell, purchase or consign any grain to any person, company, partnership or corporation which purchases or receives consignment of grain from any person, company or corporation not a member of such trust, pool, combination or association, or not doing business through the same, or any of its members; or which has for its objects the prevention of any person, company, partnership, association or corporation not shipping grain through grain elevators, whether owned or operated by members of such trust, pool, combination or association, or not, from finding purchasers for their grain by boycotting or threatening to boycott such purchasers.

Sec. 2. That in any case, any person, company, partnership, association, corporation, trust, pool or combination of whatever name shall do, cause to be done, or permit to be done, any act, matter or thing in this act prohibited or declared to be unlawful, such person, partnership, company, association, corporation, trust, pool or combination shall be liable to the person, partnership, company, association or corporation injured thereby for the full amount of damages sustained in consequence of any such violation of the provisions of this act, together with a reasonable attorney fee to be fixed by the court in every case of recovery to be taxed as part of the costs in the case; and the property of any person who may be a member of or interested in any such trust, pool, combination or association, violating the provisions of this act shall be liable for the full amount of such judgment, and may be levied upon and sold to satisfy the same.

Sec. 3. Any person, partnership, company, association or corporation subject to the provisions of this act, or any trust, combination, pool, or association, or any director, officer, receiver, trustee, employee, agent or person acting for or employed by them or either of them who shall violate any of the provisions of Section 1 of this act shall be declared to be guilty of felony, and shall, upon conviction thereof, be fined in any sum of not less than \$1,000, and not exceeding \$2,000, and any person, officer, member, agent or employee of any trust, com-



bination, pool or association violating the provisions of Section 1 of this act, and in addition to the foregoing fine be sentenced by the court to a period of not exceeding six months to be served in the penitentiary of the state. That half of the fine so imposed shall go to the person or persons who furnish information and evidence on which a conviction shall be founded.

Sec. 4. Any person who may be aggrieved or injured by Section 1 of this act may prosecute the violator in a criminal action by his own attorney, without the intervention of the county attorney, and in case of conviction the court shall allow a reasonable attorney fee to be taxed as costs in the case.

The law may be constitutional, but we doubt it, as it is a kind of special legislation prohibited by many of the state constitutions. If any of the trades are to be denied the right to organize associations, all should be.

### SEELEY'S PATENT ON SWINGING DEFLECTING BOARD FOR WAGON DUMP.

Elevator owners have been troubled very little with patent litigation considering the amount of machinery used in the modern elevator, and unlike the millers and other machinery users they have never found it necessary to organize associations to protect themselves from the tribute-levying patent claimants. But from letters we have lately received from Kansas and Nebraska grain dealers, it seems that they must either pay royalty or fight.

Marquis F. Seeley of Fremont, Neb., who was granted a patent Nov. 13, 1883, claims that the pivoted board used in wagon dumps to divert grain falling from the wagon to one of two bins is an infringement of his patent No. 288,371. This patent is for a grain elevator and covers many points of construction, but the only part he claims is infringed and for which he demands \$25 to \$50 damages is the pivoted board.

In Fig. 1 of the illustration is shown a plan view of a grain elevator constructed as proposed by his invention, and in Fig. 5 is shown a detail section of the dumping devices over the receiving bins. According to his patent in the floor of the driveway is a rectangular opening, *f*, through which grain from a wagon may be dumped into the bins *G* and *G*. The opening *f* is provided with a trap door *f'* which may be closed for the passage of horses and wagon but is opened when the wagon is in position to be dumped. Pivoted timbers *g g* are placed in the floor on either side of the opening *f*, which are adapted to receive the wheels of a wagon, and to be tilted with such wagon so as to discharge its contents in the opening.

It seems that Mr. Seeley does not claim infringement of this part of the patent, but only of that relating to the pivoted board. His letters patent provide that the opening *f* through which the grain is dumped into the receiving sinks shall be arranged centrally over the partition *G<sup>2</sup>* between the sinks as shown in Fig. 5. In order that the grain may be dumped into one or the other of the sinks *G* as desired, a swinging guide board *f'* is pivoted to the top edge of the partition *G<sup>2</sup>* beneath the opening *f*. Its upper end is free to be swung from one side of the opening to the other, so as to deflect the grain dumped into the opening to one side of the partition or the other.

If anyone can prove beyond doubt that this deflecting board was used in wagon dumps prior to Nov. 13, 1883, as is claimed by a well posted correspondent in this number, we trust that he will promptly send us a clear and terse statement of all the facts in the case. We want only such statements as would be accepted as evidence by the courts; hearsay and beliefs are of no value. Plans of dumps put in before Nov. 13, 1883, or sworn statements to the effect that the deflecting board was used prior to that date, will nullify the patent.

Terminal elevator owners should operate their houses as public or private elevators. Mongrel elevators are not wanted.

The Kansas Railroad Commission has petitioned the Interstate Commerce Commission to reduce the rates on grain from points in that state to the Gulf of Mexico 6 cents per 100 pounds.

### MEETING OF KANSAS GRAIN DEALERS.

Pursuant to call the Kansas Grain Dealers' Association met at the National Hotel, Topeka, April 26, at 2:30 p. m.

The meeting was called to order by President Hieatt. The roll call showed 17 members present at opening of meeting, but later 35 were present.

The object of the meeting was stated by Secretary Smiley to be to make necessary changes in the constitution and by-laws.

After a full discussion it was thought best to strike out Sections 3 and 4 of Article 6 of the by-laws.

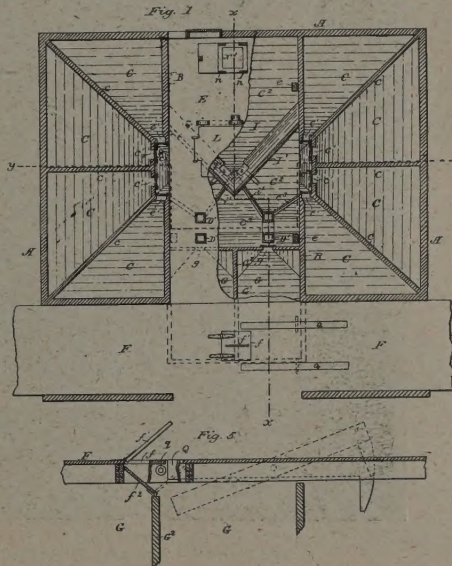
The motion of A. D. Walker to strike out Sections 3 and 4, and the chair appoint a committee of three to furnish a substitute, was, on motion of J. H. Kinnear, laid on the table.

On motion of M. H. Roller the motion offered by Mr. Kinnear was reconsidered, and the motion of Mr. Walker was then passed, all voting in the affirmative. The chair then appointed A. D. Walker, L. Cortelyou and W. O. Sturgeon a committee to draft substitutes.

On motion, the convention adjourned, to meet at 7:30 p. m.

#### EVENING SESSION.

The meeting was called to order promptly at 7:30. The committee appointed reported through its



SEELEY'S PATENT WAGON DUMP.

chairman as follows: That the word "regularly," appearing twice in the preamble, be stricken out and the word "promotion" substituted for it.

That Article 5, Section 1, be changed to read, \$3.00 membership fee.

That Article 3, Section 2, be changed to read, "the treasurer shall give bonds in such amount as the directors shall deem sufficient."

That Article 6, Section 2, be changed by striking out the word "protection" and substituting the word "promotion."

Strike out all of Sections 3 and 4 and substitute the following: "Each member of this Association shall be governed in all matters pertaining to the Association by the Board of Directors, and failure to obey orders of the Board shall subject any member to expulsion by said Board, subject to appeal to the Association."

A motion offered by A. J. Denton that the changes offered by the committee be adopted and the committee discharged was carried.

A motion to the effect that the by-laws may be amended by the Board of Directors at any regular or called meeting was carried.

On motion of A. J. Denton it was decided that the meetings of the Association shall be held quarterly, time and place to be decided by the directors.

On motion of W. H. Fluke the committee appointed at a former meeting to cooperate with the special committee of the Kansas City Board of Trade to investigate short weights at elevators in Kansas City proceed at once to Kansas City and

make a thorough investigation and report result at the next meeting of the organization. All of the committee asked to be excused, and that Mr. Fluke be appointed a committee of one to go at once and his expenses be paid by the Association, and report. Mr. Fluke positively refusing, his motion passed.

On motion of L. Cortelyou that it be the sense of this Association that the members support the Grain Dealers' National Association in its endeavor to bring before the railroads the matter of allowing compensation for elevator owners. The following suggestions were presented by Secretary Smiley, furnished him by Secretary Chambers of the National Association, that the officers of all the local associations and of the National Association meet and discuss association work, past, present and future, and adopt some plan whereby all interests would be concentrated and all would work to the same end and unitedly, thus giving all undertakings a strong support both in numbers and financially, many reforms would be secured.

On motion of L. Cortelyou the Association decided to send a committee consisting of the Secretary and President, to meet with officers of other associations at the time and place that may be agreed upon.

Twelve applications were presented to the Board of Directors and approved, and the following dealers are now members: J. B. Ward, Gardner; C. S. Hunter, Rock Creek; McLeod Bros., Marietta; T. G. Graham, Olathe; McEwen & Root, Vliets; D. W. Ludwick, Barretts; Townsend & Gibbens, Andale; Haven Mill & Elevator Co., Haven; Benton Grain Co., Kansas City, Mo.; Lamboley & Johnston, Everest; Chas. H. White, Sabetha; E. T. Crumm, Hoxie.

The Association adjourned to meet on call of the Board of Directors.

The Board of Directors met soon after adjournment and decided to call a special meeting at Wichita, Kan., for Tuesday, May 18, at 2:30 p. m.

### KANSAS DEALERS WILL MEET.

The directors of the Kansas Grain Dealers' Association decided at a meeting held in Topeka, April 26, to call a special meeting of the association in Wichita, Kan., Tuesday, May 18, at 2:30 p. m., at the Manhattan Hotel. This call was made at the request of grain dealers located in the southern part of the state. A full report of what the association has accomplished in the past will be made.

Each regular dealer should lay aside business for one day and devote that much time toward building up the grain trade. The success of the association depends on each individual dealer. Success is ours if all pull together. We have arranged to make the meeting pleasant and profitable. None can afford to miss this meeting, as each will learn something to his advantage. Regular dealers are requested to make a special effort to attend and see that their neighbor dealers attend.

E. J. SMILEY,  
Secretary.

Dunavant, Kan.

W. F. Reiland of Bellingham, Lac qui Parle County, has filed a complaint with the Minnesota Railroad and Warehouse Commission, in which he says that when he was thrashing last August he delivered his wheat as fast as it was threshed to the Interstate Elevator Company, which has its headquarters at Minneapolis. Mr. Reiland, instead of accepting a receipt in full for the wheat when it was all delivered, accepted due bills made out by one Gebhard, agent for the Company, as fast as each consignment was delivered. When all of his thrashing was over, Mr. Reiland found by his due bills that he had delivered 772 bushels. Afterward he presented the bills to the Elevator Company, which corporation informed him that he had been dealing with their agent, Gebhard, as a person, not with the Interstate Elevator Company. Gebhard, in the meantime, had left the Company's employ. The plaintiff says he informed the Company that the due bills made out by Gebhard were supposed to have been made out for the Company, but the latter declined to take that view of the case, whereupon Reiland complained to the Warehouse Commission.



### CARE OF GAS ENGINES.

The practical care of gas engines is something about which very little has been written. In an admirable work by Mr. Hiscox, this matter has been given much attention. Some of the suggestions made we give below: A gas pipe of insufficient size is not infrequently the cause of an unsatisfactory supply of power. When the motor is drawing more than the pipe supplies the gas bag is limp. It may be the fault of the meter as well as of the pipe, though this is not generally the case.

The oxygen and hydrogen in the gas and in the air sometimes unite in a vapor and condense, causing water to accumulate in the muffler pots. This is sometimes thought to be caused by a break in the cylinder, allowing the circulation water to enter. There should be a pet cock for drawing off this water, and it should be frequently used.

It is important to keep a gas motor of this sort clean. The valves, cylinder, pipe, and all parts, especially those that come into contact with the burned gases, should be cleaned carefully and regularly. It is well to have a definite time for this. If the quality of the fuel is bad the necessity for frequent cleaning is greater. A gas engine should be thoroughly wiped once a day the same as a steam engine or other machine, especially the parts that oil and dirt are most likely to adhere to. It is good practice, when installing a motor in a dusty room, to build around it a protecting inclosure.

In cleaning the internal parts of the matter that forms on the walls, seats, etc., do not use any kind of a metal scraper, such as a cold chisel, file, or other convenient tool. If kerosene oil and a cloth will not take off the crust-like substance, procure a hardwood stick, which can with a jackknife be shaped properly for the work.

Care should be taken not to abrade the valves in cleaning them. In the articles referred to in the first paragraph some directions are given for grinding the valves, to cause them to seat properly. Mr. Hiscock does not advise the use of emery cloth for this work, believing that there is great liability to subject them to too much grinding. He recommends pumice and this is a good suggestion, for we have seen valves very unevenly ground with emery cloth, though a fine grade of the latter was used. A skilled machinist can usually detect at a glance uneven grinding, but the average gas engine runner is not a skilled machinist, and the only way he can tell to a nicety is by the use of tools that he generally does not have at hand. By the use of pumice the danger of over and uneven grinding is largely removed.

Irregular explosions are not dangerous, though it is best to prevent them. The exhaust valve, if allowed to become gummy, is liable to stick open and cause irregular explosions and sometimes back firing in the muffler and exhaust pipe. Irregularity of the load and failure of the igniter will also cause irregularity of explosions.

Unusually heavy explosions are caused by misfires, due to fluctuations in the load and to failure of the valve and governing mechanism. A cylinder overcharged with combustible mixture is completely cleared of the products of combustion by the intensity of the explosion. This results in a replacing by pure mixture at the next charge.

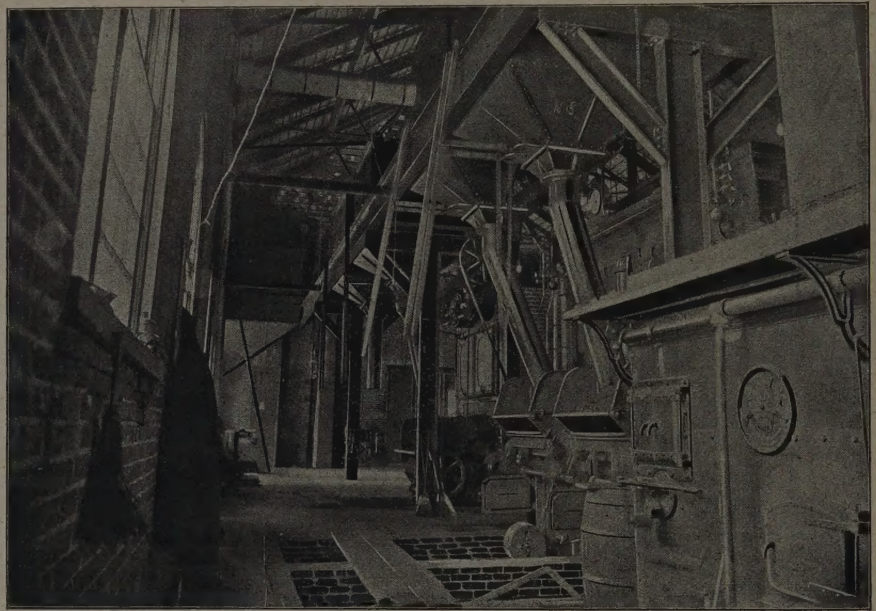
In examining the interior of a gas engine, whether it has been recently at work or has lain idle for some time, care should be taken to remove the gases from all chambers and recesses. If this is not done an explosion may occur. Fuel inlets should be carefully closed before making examination of valves, igniter, etc., and taking off caps for this purpose, and the engine turned over several times.

The accumulation of air in the gas pipe may be the cause of failure of an electric igniter to touch off the charge. Testing with a gas burner will show whether the failure is due to the electrical apparatus.

On purchasing an engine the one who is to operate it should carefully study the mechanism and the instructions. The governor requires much attention and should be well understood. The manufacturer usually furnishes sufficient explanatory matter to

enable one to understand all details. If a working knowledge cannot be obtained from it the manufacturer should be required to supplement his description until the operator is sure he has a grasp of the details. If the seller thinks he can afford to be careless about this, the buyer need not, for all shut-downs and interruptions caused by the failure of the engine to operate satisfactorily are liable to be expensive. We have on previous occasions advised the purchasers of gas engines to engage the services of some good mechanic to oversee the working of the machine. He can do this without the expenditure of much time, by visiting the plant every few days and seeing that it is kept clean and in proper adjustment.

The ability to discover leakage of vapors or the fumes and other products of combustion that have got into the pipe connections through the valves or leaky piston, the pounding in journal boxes, and other derangements that become manifest in various ways, is generally considered the acme of perfection in gas engine running. No one should attempt to operate such an engine unless he understands these points, and he is not then well enough informed to dispense with the supervision of a



JEFFREY COAL AND ASH HANDLING MACHINERY AT THE OHIO UNIVERSITY.

skilled mechanic who has had experience with gas motors.

In renewing the ignition tubes, that is, in replacing those furnished with the engine by others, be careful to procure the same size gas pipe, and have the tube the same length as the one furnished with the machine, capping or welding the end in order that it may contain the same volume as the one it is to replace. If this precaution is taken the regulation of the time of ignition will be the same. It should be remembered that if once lost the use of an indicator is required to readjust.

Lubrication is a very important matter, especially with a machine run as irregularly as a gas engine. The oil should be of the best quality. There should be reliable lubricators attached to every part requiring oil, except, of course, those places where this is impossible.—Journal of Commerce.

W. B. Power, a resident of Western Kansas, recently sued the Capital Elevator at Topeka. In 1896 he shipped the Elevator Company 2,000 bushels of wheat for storage. On November 28, 1896, Power went to Topeka and demanded the wheat, but by that time it had been disposed of by the company. He immediately brought suit to recover the sum to which the wheat would amount to if sold at the market price on that day. This price, he claims, was 78 cents a bushel. The Elevator Company admits that it owes Power for the wheat, but claims to have a counter claim for storage, insurance and the handling of the wheat. The jury will be called on to decide what amount Power is entitled to.

### JEFFREY COAL AND ASH HANDLING MACHINERY.

The accompanying illustration is an interior view of the boiler room at the Ohio State University power plant, showing a portion of the coal and ash handling machinery installed by The Jeffrey Manufacturing Company of Columbus, Ohio. This power plant is equipped with four different styles of boilers, which serve not only as an object lesson for the classes, but are used also for the heating as well as lighting all of the college buildings of the University.

A 30-foot elevator at one end of the boiler house receives the coal from an outside storage hopper, delivering it to an overhead conveyor, running the full length of the boiler room, a distance of about 100 feet. This conveyor, by means of suitable valves, discharges the coal into the bunkers below, which are supported on a suitable steel structure, consisting of I-beams, channel-irons, etc. The bunkers are provided with suitable chutes, which communicate with the receiving hoppers of the automatic stokers. The flow of the coal is regulated by valves, in the bunkers as well as in the conveyor

trough, being operated by levers from the floor below.

The ashes are carried out by a special Jeffrey spiral conveyor, located under the floor immediately in front of the boilers. The ashes are discharged into the conveyor through suitable openings in the floor, which are covered when the service of the machinery is not required. The spiral conveyor referred to delivers the ashes into an elevator at one end of the building, which in turn delivers it into an overhead storage hopper, from which it is delivered into wagons or carts. Nothing but the best material is used in this equipment and the plant is a model in every respect.

The use of this machinery, while making it possible to keep the power plant in a tidy condition, effects at the same time a great saving in labor. Its cost of installation is comparatively small and the expense of operating is such as to pay handsomely upon the investment. The Jeffrey Manufacturing Company has a number of similar plants under construction, and those desiring to investigate the subject are invited to apply for particulars.

There was a time when Milwaukee was the greatest primary wheat market in the world, and when Chicago was her only rival for that honor. This was before the development of the new grain-raising Northwest, beyond Minnesota and Iowa, the consequent extension of the railroads to catch the business of that section, and the establishment of milling plants closer to the great wheat fields of the prairie country.—Wisconsin, Milwaukee, Wis.



## AN ILLINOIS DEALER HONORED.

Grain dealers do not often take part in political campaigns, hence few of them are chosen to fill offices in control of the successful party. However, political honors are occasionally conferred upon members of the trade, and generally they are looked upon as appointments in the interest of the people and good administration. Such is the ruling opinion regarding the appointment of Z. K. Wood of Mt. Pulaski as trustee of the Illinois Asylum for Feeble Minded Children.

Mr. Wood is a member of the firm of Wood & Kautz of Mt. Pulaski, of Z. K. Wood & Co., of Latham, and of Wood & Combs of Chestnut, Ill. He was born in West Yarmouth, Mass., Sept. 29, 1841. He received a High School education at New Bedford, Mass. He served four years in the Federal army, enlisting in July, 1862, as a private of Co. A, 41st Mass. Vol. Infy. Afterward he was promoted to 1st Lieut. and Adjutant 1st New Orleans Vol. Infy. and served as Asst. Adj. Genl. and A. D. C. on the staff of Major General T. W. Sherman. Mr. Wood has been actively engaged in the grain trade in Illinois for the past 22 years and is a member of the Illinois Grain Dealers' Association.

## ANOTHER LAW FOR PUBLIC ELEVATOR MEN OF ILLINOIS.

Representative Perrotett has introduced a bill (House No. 565) in the Illinois Legislature, which provides for the amendment of one section of the law relating to stamping certificates and inspection fees so as to make it applicable to public elevator men of Class B. This class of warehouses embraces all warehouses, elevators or granaries located in cities having less than 100,000 inhabitants, in which grain is stored in bulk, and in which the grain of different owners is mixed together.

The bill as introduced provides for an act to amend Section 5 of an act entitled, "An act entitled an act to regulate public warehouses and the warehousing and inspection of grain, and to give effect to article XIII (13) of the Constitution of this state," approved April 25, 1871, in force July 1, 1871, and to establish a committee of appeal and to prescribe their duties, approved April 15, 1873, in force July 1, 1873.

It reads as follows:

Section 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That Section 5 of an act entitled, "An act entitled an act to regulate public warehouses and the warehousing and inspection of grain, and to give effect to Article XIII of the Constitution of this State," approved April 25, 1871, in force July 1, 1871, and to establish a committee of appeal and to prescribe their duties, approved April 15, 1873, in force July 1, 1873, be, and the same is hereby amended so as to read as follows:

Section 5. No grain shall be delivered from store, from any warehouse of Class A or Class B, for which or representing which warehouse receipts shall have been issued, except upon the return of such receipts stamped or otherwise plainly marked by the warehouse registrar with the words: "Registered for collection," and the date thereof, and said board of commissioners shall have power to fix the rate of charges for the inspection of grain both in and out of warehouses, which charges shall be a lien upon all grain so inspected and may be collected of the owners, receivers or shippers of such grain in such manner as the commissioners may prescribe.

The effect of the enactment of the bill will be to give the Warehouse Commissioners power to extend the working of the grain warehouse law to East St. Louis and to other points.

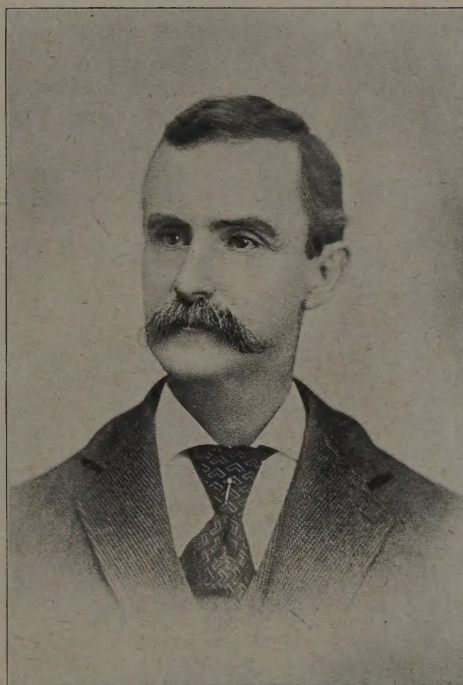
Mr. Perrotett has also introduced another bill, which is known as House Bill No. 566. It is entitled A bill for an act to amend section 14 of an act entitled "An act to regulate public warehouses, and the warehousing and inspection of grain, and to give effect to Article XIII of the Constitution of this State," approved April 25, 1871, in force July 1, 1871, and to provide for revenue and the payment of the expenses of the same.

The bill provides as follows:

Section 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That sections 3, 4, 5, 6, 7, 14 and 23 of an

act entitled "An act to regulate public warehouses, and the warehousing and inspection of grain, and to give effect to Article XIII of the Constitution of this State," approved April 25, 1871, in force July 1, 1871, be and the same are hereby amended so as to read as follows:

Section 3. The proprietor, lessee or manager of any public warehouse of Class A or Class B shall be required, before transacting any business in such warehouse, to procure from the Circuit Court of the county in which such warehouse is situated, a license permitting such proprietor, lessee or manager to transact business as a public warehouseman under the laws of this state, which license shall be issued by the clerk of said court upon a written application, which shall set forth the location and name of such warehouse, and the individual name of each person interested as owner or principal in the management of the same; or if the warehouse be owned or managed by a corporation the names of the president, secretary and treasurer of such corporation shall be stated; and the said license shall give authority to carry on and conduct the business of the public warehouse of Class A or Class B, as the case may be, in accordance with the laws of this state, and shall be revokable by the said court upon a summary proceeding before the court, upon complaint of any person in writing setting forth the particular violation of law, and



Z. K. WOOD OF MT. PULASKI, ILL.

upon satisfactory proof to be taken in such manner as may be directed by the court.

Sec. 4. The person receiving a license as herein provided shall file with the clerk of the court granting the same, a bond to the people of the state of Illinois, with good and sufficient surety, to be approved by said court in the penal sum of \$10,000, conditioned for the faithful performance of his duty as a public warehouseman of Class A or Class B, as the case may be, and his full and unreserved compliance with all laws of this state in relation thereto.

Sec. 5. Any person who shall transact the business of a public warehouse of Class A or Class B, as the case may be, without first procuring a license as herein provided, or who shall continue to transact any such business after such license has been revoked (save only that he may be permitted to deliver property previously stored in such warehouse), shall, on conviction, be fined in a sum not less than \$100 nor more than \$500 for each and every day such business is so carried on; and the court may refuse to renew any license, or grant a new one to any of the persons whose license has been revoked, within one year from time the same was revoked.

Sec. 6. It shall be the duty of every warehouseman of Class A or Class B, to receive for storage any grain that may be tendered him, in the usual manner in which warehouses are accustomed to receive the same in the ordinary and usual course of business, not making any discrimination between persons to avail themselves of warehouse facilities—such grain, in all cases, to be inspected and graded by a duly authorized inspector, and to be stored with grain of a similar grade, received at the same time, as near as may be. In no case shall grain of different grades be mixed together while in store, in any warehouse of Class A or Class B; but if the

owner or consignee so requests, and the warehouseman consent thereto, his grain of the same grade may be kept in a bin by itself, apart from that of the owners. If a warehouse receipt be issued for grain so kept separate, it shall state on its face that it is a separate bin, and shall state the number of such bin; and no grain shall be delivered from such warehouses unless it be inspected on the delivery thereof by a duly authorized inspector of grain. Nothing in this section shall be so construed as to require the receipt of grain into any warehouse in which there is not sufficient room to accommodate or store it properly, or in cases where such warehouse is necessarily closed.

Sec. 7. Upon application of the owner or consignee of grain stored in a public warehouse of Class A or Class B, the same being accompanied with evidence that all transportation or other charges which may be a lien upon such grain including charges for inspection, have been paid, the warehouseman shall issue to the person entitled thereto, a warehouse receipt therefor, subject to the order of the owner or consignee, which receipt shall bear date corresponding with the receipt of grain in store, and shall state upon its face the quantity and inspected grade of the grain, and that the grain mentioned in it has been received in store, to be stored with grain of the same grade by inspection, received at about the date of receipt, and that it is deliverable upon the return of the receipt, properly indorsed by the person to whose order it was issued, and the payment of proper charges for storage. All warehouse receipts for grain, issued from the warehouse, shall be consecutively numbered; and no two receipts bearing the same number shall be issued from the same warehouse during any one year, except in case of a lost or destroyed receipt, in which case the new receipt shall bear the same date and number as the original, and shall be plainly marked on its face "duplicate." If the grain was received from railroad cars, the number of each car shall be stated upon the receipt, with the amount it contained; if from canal boat or other vessel, the name of such craft; if from teams or by other means, the manner of its receipt shall be stated on its face.

Sec. 14. It shall be the duty of the Governor to appoint, by and with the advice and consent of the Senate, a suitable person, who shall not be a member of the Board of Trade, and who shall not be interested, either directly or indirectly, in any warehouse in this state, a chief inspector of grain, who shall hold his office for a term of two years, unless sooner removed as hereinafter provided for in every city or county in which is located a warehouse of Class A or Class B.

Sec. 23. If any warehouseman of Class A or Class B shall be guilty of a violation of any of the provisions of this act, it shall be lawful for any person injured by such violation to bring suit in any court of competent jurisdiction, upon the bond of such warehouseman, in the name of the people of the state of Illinois, to the use of such person. In all criminal prosecutions against a warehouseman, for the violation of any of the provisions of this act, it shall be the duty of the prosecuting attorney of the county in which such prosecution is brought to prosecute the same to a final issue, in the name of and on behalf of the people of the state of Illinois.

All necessary expenses incident to the inspection of grain required or made necessary by this act shall be paid from the fees collected or money derived from the inspection service in like manner as provided for the payment of expenses in said act to which this is amendatory.

These bills are ostensibly intended to place the public grain elevators of East St. Louis and the inspection of grain at that point under the supervision of the Illinois state government. For a number of years the public elevators and inspection at that point have been under the control of the Merchants' Exchange of St. Louis, Mo. The change is probably proposed by the Chief Grain Inspector of Missouri. In reality, however, the bills, if passed, will place every public elevator of Class B under the regulation of Illinois laws. The one remaining at Peoria and any that may be built at other points will be so regulated. In each section (14 alone excepted) amended by House Bill 566, the only change made is to insert "Class B" so as to make the law apply to this class as well as Class A.

In Section 14 the part of the law giving elevator men of Class B the option of state regulation is omitted, hence all will be regulated. The part of Section 14 which it is proposed to omit is as follows:

Provided, that no such grain inspector for cities or counties in which are located warehouses of Class B, shall be appointed, except upon the application and petition of two or more warehousemen doing a separate and distinct business, residing and doing business in such city or county, and when there



shall be a legally organized board of trade in such cities or counties; such application and petition shall be officially indorsed by such board of trade, before such application and petition shall be granted.

Such an amendment of the law will place Peoria under the regulation of the state warehouse law.

## NEW GRAIN INSPECTION LAW FOR KANSAS.

The regular grain dealers of Kansas are to be congratulated on the enactment with a few amendments of House Bill 294, which was introduced in the House by Mr. Stoner. The title of the bill was enlarged to make it a complete index of its contents as is required by the state constitution, and several other additions were made that will prove of value in securing the enforcement of the law.

The only changes and additions made which are to be regretted are to be found in section 12. The salary of the chief inspector was reduced 20 per cent., and cut to \$1,200; the first assistant reduced 25 per cent., and cut to \$75 per month. Men who are competent and honest are not attracted by small salaries, and such can seldom be secured for such small salaries. The two last sentences of section 12, which were added, are especially to be regretted for they open the way for corruption and worthless service. All of the work of the department will be branded "Kansas Grades," and the work of the inspectors at the points where the salaries absorb all the receipts is likely to be so irregular that it will destroy any reputation the department may establish for reliable and uniform work. Where the inspectors at small stations are dependent upon the receipts for their compensation they will constantly labor under the temptation to grade the receipts high, in order to attract more grain and increase the receipts and their incomes.

The House Bill 294, which was passed by the House February 23, was passed by the Senate March 6, approved by the governor March 11, and published in the official state paper March 19, 1897, since which it has been in force.

The law as it now stands is as follows:

### AN ACT

To establish and regulate a department for the inspection and weighing and grading of grain in the state of Kansas, and appointment of chief inspector, assistant inspectors and weighmasters, and providing compensation for the same, and repealing sections 16 to 32 (both inclusive) and 35 to 42 (both inclusive) of Chapter 248 of Session Laws of 1891, and providing penalties for violation of this act.

Be it enacted by the legislature of the state of Kansas:

Section 1. That a department of record for the inspection and weighing of grain is hereby established, to be called the State Grain Inspection Department. Said department shall have full charge of the inspection and weighing of grain in the state, at all railroad terminals, public warehouses or other points within the state, wherever state grain inspection and weighing may hereafter be established, at the discretion of the chief inspector.

Sec. 2. It shall be the duty of the governor to appoint a suitable person to be confirmed by the Senate, who shall be known as the chief inspector of grain for the state of Kansas, whose term of service as such shall continue for two years from date of his appointment, unless removed for cause. Said chief inspector shall not directly or indirectly be interested in buying or selling grain, either on his own account, or for others, nor shall he be directly or indirectly interested in handling or storing grain, as a public warehouseman, or on private account, during his term of office.

Sec. 3. It shall be the duty of the chief inspector to have a general supervision of the inspection and weighing of grain as required by this act or laws of the state; to supervise the handling, inspecting, weighing and storage of grain; to establish necessary rules and regulations for the weighing, grading and inspection of grain as have not otherwise been herein provided for, and for the management of the public warehouses of the state, as such rules and regulations may be necessary to enforce the provisions of this act, or any law of this state in regard to the same; to keep proper records of all the inspecting and weighing done, for which purpose he shall have power to employ the necessary office force and procure the necessary books, blanks and other material needed in order to keep perfect and proper records. He shall investigate all complaints of fraud or oppression in the grain trade, and correct the same, so far as may be in his power: Provided, That nothing in this section shall be construed as delegating any power or authority to said chief inspector inconsistent or in conflict with the powers

and authority delegated to other persons by the provisions of this act.

Sec. 4. The chief inspector shall, upon entering upon the duties of his office, be required to take an oath that he will faithfully and strictly discharge the duties of his said office of inspector according to law, and the rules and regulations prescribing his duties. He shall execute a bond to the people of the state of Kansas in the penal sum of \$10,000, with sureties to be approved in the same manner as bonds of other appointed officers, conditioned that he will pay all damages to any person or persons who may be injured by reason of his neglect, refusal or failure to comply with the law, rules and regulations of this act.

Sec. 5. The said chief inspector shall be authorized to commend to the governor suitable persons as may be qualified for assistant inspectors, or weighmasters, to be acting inspectors or weighmasters in the absence of the chief inspector, who shall not be interested in any public or private grain warehouse, or in the buying or selling of grain, either directly or indirectly, and also such other employees as may be necessary to properly conduct the business of his office, and the governor shall be authorized to make such appointment, if found by him to be necessary.

Sec. 6. All assistant inspectors or weighmasters, appointed under this act, shall be under the supervision of the chief inspector, to whom they shall report in detail all service performed by them at the close of each working day, and each assistant inspector or weighmaster shall take the same oath as the chief inspector and execute a bond in the penal sum of \$5,000, with like conditions, and to be approved in like manner as provided for the bond of the chief inspector. Suit may be brought upon bonds of either the chief inspector or assistant inspectors, in any court having jurisdiction thereof, in the county or city where the defendant resides, for the use of any person injured by the act of said chief inspector, or assistant inspectors.

Sec. 7. The chief inspector shall, before the first day of September of each year, establish a grade for all kinds of grain bought or handled in the state, which shall be known as "Kansas grades;" and to facilitate this object, he shall notify the Boards of Trade in the state so that they may send representatives to consult and counsel with the chief inspector in establishing the grades; and the grades so established shall be published in three daily papers in the state each day for the period of one week.

Sec. 8. It shall be the duty of the chief inspector of grain to furnish any public elevator or warehouse in this state standard samples of the several grades as established by official inspection, when requested so to do, by the proprietor, lessee or manager thereof, at the actual cost of such samples.

Sec. 9. The chief inspector shall adjust and fix the fees for inspecting and weighing grain from time to time, which charge shall be regulated in such manner as will, in the judgment of the chief inspector, produce sufficient revenue to meet the necessary expenses of the service and no more; such revenue must pay all expenses, and in no case shall the state be liable for a deficiency, with a view of making the department self-sustaining: Provided, however, That in no case shall the fees for inspecting grain exceed 25 cents per carload, and the fees for weighing shall not exceed 25 cents for each car of grain weighed. It is further provided, that in all cases where samples of car lots of grain inspected are demanded, the charge for each sample shall be 10 cents.

Sec. 10. The charge for inspection and weighing of grain shall be and constitute a lien on the grain so inspected or weighed, and whenever such grain is in transit the said charges shall be treated as advanced charges, shall be collected and paid by the common carrier in whose possession the same is at the time of such inspection or weighing.

Sec. 11. The chief inspector of grain shall, on the first business day of each month (or as soon thereafter as his report can be made up), submit to the auditor of state a full report of the work done in his department, for the preceding month, setting forth: The number of cars inspected and weighed, amount of revenue collected, salaries paid, and other expenses incurred in the legitimate work of the State Inspection Department. He shall cover all moneys collected for the inspection, weighing and sampling of grain into the treasury of the state of Kansas, and all employees of the State Inspection Department shall receive their pay in vouchers on the state treasurer, issued by the chief inspector.

Sec. 12. In every city, or at every railroad terminal in the state, where more than one assistant inspector is employed, the chief inspector shall designate one of the assistant inspectors to be known as first assistant inspector, whose duty it shall be to make and compile the reports of his respective jurisdiction, and who shall collect the reports of the other assistant inspectors and forward the same to the chief inspector. The chief inspector shall receive a salary of \$1,200 per year, and transportation expenses while traveling attending to official duties, and shall keep his office and place of business in the city of Kansas City, Kan. The first assistant inspector shall receive \$75 per month, and

the assistant inspectors shall receive \$75 per month, and weighmasters, who are not inspectors, shall receive \$50 per month for their services. Providing, however, That if at any place where state inspection has been or may hereafter be established, the total revenue obtained is less than the salary paid to assistant inspectors the chief inspector may abolish such branch of the service, or at his discretion arrange with the officer in charge to accept, as full compensation for his services, all the revenue obtained in lieu of salary.

Sec. 13. Any duly authorized chief inspector, or assistant inspector of grain under this act, who shall be guilty of neglect of duty, or who shall knowingly or carelessly inspect or grade any grain improperly, or who shall accept any money or other valuable consideration, directly or indirectly, for any neglect of duty as such chief inspector or assistant inspector, shall be deemed guilty of a misdemeanor, and on conviction shall be fined in a sum not less than \$500 or more than \$1,000, or shall be imprisoned in the county jail, not less than six nor more than twelve months, or both such fine and imprisonment, in the discretion of the court, and upon conviction of any such offense such chief inspector or assistant inspector shall forfeit his office.

Sec. 14. The inspection or grading of grain in this state, whether into or out of warehouses, elevators, or in cars, barges, wagons, or sacks, arriving at or shipped from points where state grain inspection is established, must be performed by such persons as may be duly appointed, sworn and have given bond under this act, and any person who shall assume to act as inspector or weigher of grain, who has not first been appointed and qualified in accordance with the provisions of this act, shall be guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not less than \$100 nor more than \$500, or imprisonment in the county jail for not less than three months nor more than six months, or both such fine and imprisonment, at the discretion of the court, for every such offense so committed.

Sec. 15. The chief inspector of grain and assistant inspectors and weighmasters shall have exclusive control of the weighing and inspecting of grain in all public warehouses, and all places where grain is weighed or inspected under this act, for the purpose of inspection of scales, and the action and certificates of such inspection and weighmasters shall be conclusive upon all parties interested.

Sec. 16. Any person, or any representative of a firm, trust, corporation, or association who shall bribe or offer to bribe any of the officers created under this act, shall be deemed guilty of a felony, and upon conviction shall be punished by confinement at hard labor in the penitentiary for a term not exceeding seven years.

Sec. 17. The decision of any of the assistant inspectors as to the grade of grain shall be final and binding on all parties, unless an appeal is taken from such decision as hereinafter provided.

Sec. 18. In case any owner, consignee or shipper of grain, or any warehouse manager, shall be aggrieved by the decision of any assistant inspector, an appeal may be taken to a standing committee of three, which the chief inspector shall appoint at every point where state inspection may be established. Said committee shall consist of experienced grain men, and their decision shall be final in the controversy. Provided, That the party appealing shall pay said committee a sum not to exceed \$3 per case before said appeal shall be entertained, and in case said appeal is not sustained the said \$3 so deposited shall be full compensation for such arbitration. In the event of the appeal being sustained the \$3 so deposited shall be returned to the party appealing, and the arbitration committee shall receive \$3 in full for their services from the State Inspection Department.

Sec. 19. Nothing in this act shall be construed so as to prevent any person from selling grain by sample, regardless of grade; but the provisions of this act shall not change the liabilities of the warehouseman on grain now in store, nor the inspection thereof, but said inspection shall be had under the same system under which it was received into store.

Sec. 20. The attorney general of the state of Kansas shall be ex-officio attorney for the chief inspector, and shall give him such counsel and advice as he may, from time to time, require, and said attorney general shall institute and prosecute all suits which said chief inspector may deem expedient and proper to institute; and he shall render to said chief inspector all counsel, advice and assistance necessary to carry out the provisions of this act, according to the true meaning and intent thereof. In all criminal prosecutions against a warehouseman for a violation of any of the provisions of this act, it shall be the duty of the county attorney of the county in which such prosecution is brought to prosecute the same to a final issue.

Sec. 21. Be it further enacted that sections 16 to 32 (both inclusive) and sections 35 to 42 (both inclusive) of Chapter 248 of the Session Laws of 1891, and all acts and parts of acts and all laws inconsistent with the provisions of this act are hereby repealed.

Sec. 22. This act shall be in force from and after its publication in the official state paper.



## THE GRAIN DEALERS' NATIONAL ASSOCIATION WILL MEET.

The first annual meeting of the Grain Dealers' National Association will be held at Des Moines, Iowa, Tuesday and Wednesday, June 29 and 30, 1897. The convention will be called to order on Tuesday at 10 a. m. Very important business will come before this meeting as cited below, and it is hoped that every member will be able to be present, or will send his proxy with someone, or to the Secretary, to express his approval of the changes submitted.

A cordial invitation is extended to every grain dealer in the United States to be present.

The work accomplished by the Association will be discussed, and methods devised for the future.

Important matters will be presented for consideration in relation to the work in hand of securing a compensation from railroad companies for use of elevators.

Amendments as cited below will be offered for the action of the meeting.

Persuant to the requirements of the constitution and by-laws that all amendments to the same shall have been duly published at least 30 days prior to

Strike out the above and substitute the following:

"This constitution may be altered or amended by a two-thirds vote of the members of the Board of Directors present at any Board meeting, or by mail an affirmative vote of two-thirds of all the members of the Board of Directors, subject to an affirmative vote of two-thirds of the members present at the next annual meeting of the Association. Notices of any alteration or amendments made by the Board of Directors must be mailed to each member at least 30 days prior to an annual meeting. Such alterations or amendments as made by the Board of Directors shall take effect at such time as they may designate, and be in full force until approved or rejected by the members in annual meeting."

Amendment No. 3.

By-laws, Article VI, repeal and strike out Sections 3, 4 and 5, reading as follows:

Section 3. Members of this Association shall not buy grain at any stations where they are not regularly doing business and where there is a buyer who is a member of this Association without the consent of such buyer.

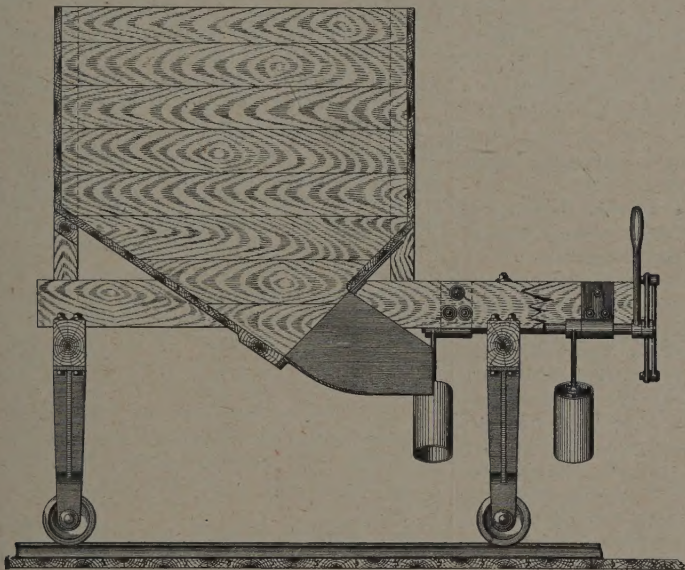
Sec. 4. So far as lies in their power members of this Association shall not transact business with

asked of the members, and it is hoped that they will approve of them. The local associations have adopted the same amendments, and by our making the same change it will make all conform, and place us in perfect accord with all constructions that have been placed on late decisions of the law. It is hoped that the dealers in all parts of the country will take an interest in this meeting and make it a point to be present or make themselves known in some way to the meeting.

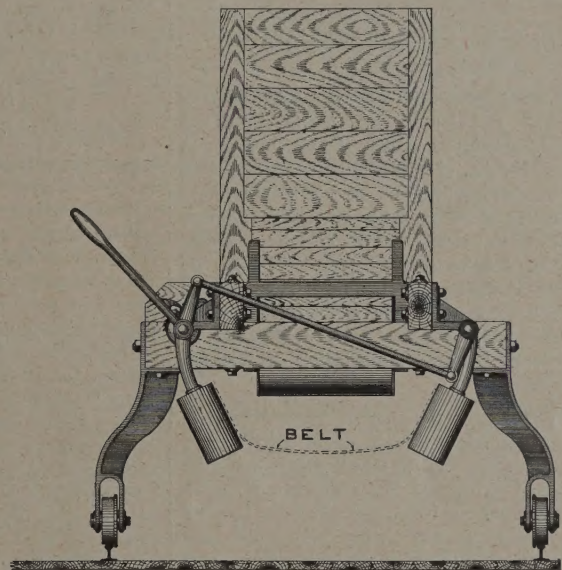
For further particulars address Secretary W. H. Chambers, room 511. Iowa Loan & Trust building, Des Moines, Iowa.

## A BELT-LOADING HOPPER.

The illustrations given herewith represent end and sectional views of the Webster Improved Portable Belt-Loading Hopper, one of the new specialties for handling grain, made by the Webster Manufacturing Co., Chicago. This hopper is made of hardwood and lined with sheet iron. It is equipped with a double pair of dumping concentrators as shown. This part is arranged with pawls and ratchet so as to cup or valley the belt as desired in order to have it successfully take the load of grain.



BELT LOADING HOPPER.—SECTIONAL VIEW.



BELT LOADING HOPPER.—END VIEW.

such meeting, such notice is hereby given through the official organ of the Association, the "American Elevator and Grain Trade."

All members will please take notice of the same, and if unable to be present at the meeting will please send their proxy to the Secretary with instructions how their vote shall be cast.

These amendments are submitted, believing that the constitution and by-laws, when so amended, will enable the work of the Association to be conducted better than those now in force, and at the same time will overcome any possibility of there being incorporated in the constitution and by-laws anything that may be construed as a violation of any laws.

Amendment No. 1.

Constitution, Article II, Section 2, line 5, strike out the word "honorary," and to the end of the section in line six, after the word fees, add "and shall be rated the same as the owner of one elevator," making the Section 2 read as follows:

"Regular grain receivers and regular track buyers, who do not sell grain for, or send bids to, or buy grain from grain scalpers, irregular grain dealers, transient grain buyers or 'scoop-shovel men,' may be admitted to membership upon the payment of the regular fees, and shall be rated the same as the owner of one elevator."

Amendment No. 2.

Constitution, Article VI, Section 1. Reading as follows: This constitution may be amended at any annual meeting of the Association by an affirmative vote of two-thirds of the members present. Notices of proposed amendments must be mailed to each member at least 30 days prior to the annual meeting.

irregular dealers; with parties with whom unfairness is proved; with receivers who patronize irregular dealers or with those who solicit grain from farmers or irregular dealers.

Sec. 5. It shall be the duty of every member of this Association who learns of any commission firm, receiver or track buyer soliciting or encouraging shipments from irregular dealers, to report the name of said commission firm or receiver, together with the facts in the case, to the Secretary, who shall record the same in a book for that purpose, and he shall immediately notify each member of this Association.

Substitute in lieu of the above Sections 3, 4 and 5, under heading of Section 3 the following:

"Each member of this Association shall be governed in all matters pertaining to the Association, by the Board of Directors, and failure to obey the orders of the Board of Directors shall subject him to expulsion by the Board of Directors, subject to an appeal to the Association."

Amendment No. 4.

By-laws, Article VII, Section 1, reading as follows: "These by-laws may be amended by a majority vote of those present at a regular meeting. Formal notices of proposed amendments must be mailed to members at least 30 days prior to the meeting."

Amend by striking out the above section and substituting in its place under same heading the following: "These by-laws may be altered or amended by a two-thirds affirmative vote of the members of the Board of Directors present at any meeting of the Board."

A careful consideration of the above matters is

The hopper is furnished with a cast-iron spout of special shape and design to properly discharge the grain upon the belt. The hoppers have cast-iron legs equipped with track wheels and are made to set on the tripper track. They are made in sizes suitable for various widths of belt.

These hoppers are used to load belts from the different spouts along a line of belt. They are used in conjunction with belts equipped with trippers and can be moved wherever desired. Reversible belts are generally equipped with two hoppers, one each side of the tripper. When put opposite any spout the operator pulls the lever as shown in the cut, thus concentrating the belt so that it receives the grain without spilling it. When the hopper is to be moved to another spout or bin, the concentrators are released and the belt returns to its normal position. These machines are substantially made and of the very best material throughout, everything being amply large in proportion to the work required.

A hearing of considerable importance to grain men and farmers was held at Ortonville, Minn., recently, before the State Railroad and Warehouse Commission. Last fall a farmer named Ferch delivered wheat to an elevator belonging to the Victoria Elevator Company at Correll. Later, and after the wheat had been shipped out, Mr. Ferch appeared and demanded his wheat, refusing its value in money or other wheat, but demanded the identical wheat stored. The company being unable to comply with the demand by reason of having shipped the wheat, Mr. Ferch brought action before the Railroad Commission.



# COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

## INSURANCE.

*Editor American Elevator and Grain Trade:*—I have made arrangements with the Millers' National Insurance Company of Chicago to carry risks of members of the Grain Dealers' National Association on the same plan that it insures flour mills.

Some of the members are taking out the insurance. Anyone desiring information about it may write me.

W. H. CHAMBERS, Secy.  
Des Moines, Iowa.

## ONLY 25 PER CENT. OF CORN WILL GROW.

*Editor American Elevator and Grain Trade:*—Having heard numerous reports as to the poor quality of the '96 corn crop for seeding purposes, we made an experiment with the view of determining just what percentage of that crop would grow. The result shows that 25 per cent. of the kernels planted have grown. We give you this information, knowing that you are interested in whatever interests the farmer.

Yours truly, PEAVEY ELEVATOR CO.  
Minneapolis, Minn.

## ELEVATOR MEN REFUSE TO PAY ROYALTY.

*Editor American Elevator and Grain Trade:*—I would like information regarding the claim of M. F. Seeley, Fremont, Neb., to a patent on hopper bottom bins. He is in this country asking elevator men to pay him a royalty of \$50 for what he claims to be an infringement of his patent. So far as I have heard, the elevator men have refused payment, and the claimant now threatens to bring suit. Dealers will confer a favor by sending me information.

Yours truly, E. J. SMILEY.  
Secretary Grain Dealers' Association of Kansas.  
Dunavant, Kan.

## ASSOCIATIONS WILL GROW STRONGER.

*Editor American Elevator and Grain Trade:*—The next general meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will be held at Creston, Iowa, but the date has not been decided upon. It will probably be some time in June. Our association is in excellent shape and doing good work. We believe grain associations will gradually grow stronger as the trade realizes the importance of organizing. Every dealer in the country should become a member of some trade organization and help along the work.

Yours truly, G. A. STIBBINS,  
Coburg, Iowa. Secretary.

## SCOOP SHOVEL MEN AND NATIONAL ASSOCIATION: RENTAL.

*Editor American Elevator and Grain Trade:*—I have spent considerable time and some money for the Grain Dealers' National Association, and the grain trade needs it so badly that I would regret to see it stop active work. It takes time and money to make it a success. It is just as important for country dealers as for others in the trade. Membership is needed; but allow me to say that if anyone counts on the dealers who own elevators and property ever letting scoop shovel or track men come in the Grain Dealers' National Association with the regular dealers, on the same terms, he is laboring under a delusion. I have been of the opinion that when a reliable party with some means and brains comes into a station to buy and handle grain with a scoop shovel against a regular elevator, it should be for the elevator owner at that place to say if the new comer should come into the association or not. Where he was worthy of it I have no doubt the elevator owner would desire to have him in the association to be controlled by the same rules and regulations as himself, but it would not work to allow all such parties to come in.

The main idea of a rental to elevator owners is as a protection against this class of shippers who have no investment. I have worked for the rental, not so much with this idea as to get some scheme

by which all the elevator owners would be interested and come into an association and stay by it so it would be a success; but you could not talk the average country dealer into putting up a cent a month for an association unless it was to get some protection against irregular scoop shovel shippers.

When the country shippers come together in a body large enough to be of influence, then would be the time to go in and get the receivers and commission men to join; but the movement was not started, nor has it been pushed or worked for by the track buyers or commission men.

Yours truly, M. McFARLIN.  
Des Moines, Iowa.

## MANY WILL ATTEND NEXT MEETING.

*Editor American Elevator and Grain Trade:*—It has always been my idea, and I have never given it up, that the Grain Dealers' National Association can be made just what we started out to make it—a success and a financial benefit to the entire grain trade. While I must confess that I have not devoted as much time and attention to the Association in the past two months as perhaps I should have done, still I have never failed to improve an opportunity to say or do something for its good.

From my observations during this time I have concluded that if the Board of Directors will call a meeting, say in the latter part of June, we can get a very large gathering and gain much strength. I have heard a number of grain men say that they intended to attend the next general meeting.

Yours very truly, A. E. HARTLEY.  
Goodland, Ind.

## KICK ON KANSAS CITY WEIGHTS AND GRADES.

*Editor American Elevator and Grain Trade:*—The millers of this section are making a great deal of complaint of Kansas City grades and weights. They claim the grain dealers require them to accept their inspection and weights as final before the dealers agree to ship grain, and that some of them ship ordinary No. 3 for strictly No. 2. The millers are asking, Can we afford to put up with such treatment, leaving the grain dealers to give short weights and off grades as they please? It is complained that nearly all the grain received from Kansas City is transferred to other cars en route, reaching the consignee in a different car from the one which left the elevator, the grain sometimes being transferred to smaller cars. What is the remedy for this state of affairs? Why does it continue? I would like to see these things explained, and opinions from others will be welcomed.

Yours, J. E. CRICHLAW.  
Paragould, Ark.

## SHORTAGES BECOMING LESS.

*Editor American Elevator and Grain Trade:*—In comparing our weights of grain shipped to different markets from November 1, 1896, to about the middle of April we have found the result shown in the accompanying table. It will be seen that instead of a shortage of 6 to 7 bushels, such as we used to have in cars to St. Louis and to Chicago, the shortage has been reduced to a very low figure. We think this is all on account of the agitation of the matter by the Grain Dealers' National Association and the Illinois Grain Dealers' Association, and to

WEIGHTS FROM NOV. 1, 1896, TO ABOUT APRIL 1, 1897.

To—	Amt., bus.	Shortage, bus.	Average shortage per car of 500 bushels.
Toledo O., Southworth & Co. ....	110,072	162	$\frac{1}{3}$ of a bushel.
Toledo O., Reynolds Bros. ....	102,763	211	$\frac{1}{3}$ of a bushel.
Philadelphia, Pa. ....	98,412	126	$\frac{1}{3}$ of a bushel.
Louisville, Ky. ....	34,884	56	$\frac{1}{3}$ of a bushel.
St. Louis, Mo., Union Elevator. ....	71,787	137	$\frac{1}{3}$ of a bushel.
St. Louis, Mo., Crescent Elevator. ....	23,088	131	$\frac{1}{3}$ of a bushel.
St. Louis, Mo., Advance Elevator. ....	16,899	151	$\frac{1}{3}$ of a bushel.
Decatur, Ill., Shellabarger Co. ....	25,033	229	$\frac{1}{3}$ of a bushel.
Decatur and New York, Pratt & Co. ....	130,693	95	$\frac{1}{3}$ of a bushel.
Henderson, Ky. ....	19,700	64	$\frac{1}{3}$ of a bushel.
	634,211	1,342	Average 1 bus.

the fact that we have been using stamps stating that we are members of the National Association. We think other country elevator firms would do well to take similar measures. We estimate that it has saved us probably 60 to 75 cents a car on about 2,000 cars. The quantities given in the table are

only about half of our stuff. A good deal is not heard from, and a good deal is sold on our own weights.

Yours truly, E. R. ULRICH & SON.  
Springfield, Ill.

## PATENT CLAIMANT OFFERS TO SETTLE.

*Editor American Elevator and Grain Trade:*—M. F. Seeley, who claims to be the senior member of the firm of Seeley, Son & Co., Fremont, Neb., is claiming a patent on a door used in the division of two hopper bottom bins under one dump, for which he demands from me \$25. He also claims to represent Geo. A. Adams & Co. of Kansas City, Mo., and says he would be willing to settle with the elevator man if he would agree to ship to Geo. A. Adams & Co. 25 cars of grain. Geo. A. Adams & Co. would allow Seeley \$1 per car so secured. The number of the Seeley patent was given in your April number as 288,371. I am inclined to think this is another Harper deal. If Geo. A. Adams & Co. is acting in good faith with the shippers of the country I am surprised to think that they would in any way arrange with a patent claimant to secure business. The duty of the first-class receiving house is always to work in the interest of the shipper, and when he undertakes to bring a hardship upon the shipper in order to get business, I am inclined to think he will be shunned by the shippers.

ONE WHO DID NOT SETTLE.

## NEWSPAPERS MISREDIT KANSAS AGRICULTURAL DEPARTMENT.

*Editor American Elevator and Grain Trade:*—We do not issue a crop report of any sort each month, nor, in fact, with any positive regularity; nor do we issue anything like as many statements as you might infer from reading the daily papers. The fact that some of the correspondents, when hard pressed for news by their employers, send out stuff credited in a vague sort of way as coming from here, not a word of which I have given out, is calculated to lead other papers to suppose they have been in some way overlooked or slighted. I gladly take the responsibility for whatever I give out, but am by no means the author of all the crop prognostications and statements that appear to emanate from this immediate vicinity. I aim to talk in an official way only when there is something to say.

The "American Elevator and Grain Trade" is on our list for whatever we send out, and will not be slighted. We do not indulge in guesses, nor in any instance enter the realms of prophecy as to crops or prices. If you note any statements of that character purporting to come from here you can set them down as fabrications.

Yours with good wishes,  
F. D. COBURN,  
Secretary State Board of Agriculture.  
Topeka, Kan.

## USED SEELEY'S PATENT TRAP DOOR IN THE '70S.

*Editor American Elevator and Grain Trade:*—In your issue of April 15 we notice an article signed "One Who Has Settled," stating that the idea of using a trap door for separating the hopper under dump into two compartments, so that one kind of grain can be received into one side of the hopper, and by throwing the door over to the other side of the hopper another kind of grain can be dumped into the other side or compartment of the hopper, is patented. The date of issue of the patent is there given as Nov. 23, 1883.

Not knowing but that it may prove of interest to the readers of the "American Elevator and Grain Trade," we beg to state that there is an elevator in a town 7 miles east of this city, which was built in the '70s, in which the hoppers are divided into two compartments as described in that article. Also, in 1879 we built a hopper in still another elevator near this city in which the hopper was divided by a trap door. This last house was burned down. In the spring of 1882 we built another hopper on the same lines, which is in use to-day.

Both the party who built the house first referred to, and the party for whom the house was built, are dead; but we think that the above statement can



be verified, while our books will show the date on which the last named house was put up, and the hopper built as described.

Yours truly, SAVAGE & LOVE CO.  
Rockford, Ill.

#### DEALERS SHOULD CONSIDER THE ADVANTAGES.

*Editor American Elevator and Grain Trade:*—I feel that any grain dealer who will stop and think over the features of his business which have worried him so long, and could foresee what a help the Grain Dealers' National Association would be in many ways, thereby benefiting legitimate trade, he would indorse it and give it all the assistance in his power. Above all, the farmers should be shown that it is not a trust, or anything akin to it. The safer and the surer we can make our business, and the quicker we can stop the little leaks, the sooner we will be able to work upon smaller margins.

Yours truly, A. E. CLUTTER.  
Lima, Ohio.

#### SHORT WEIGHTS AT KANSAS CITY.

*Editor American Elevator and Grain Trade:*—I have received a good many inquiries in regard to what is being done with the short weight investigation at Kansas City. The agitation started with the Kansas and Nebraska grain dealers' associations. In February they sent a joint committee to the Board of Trade at Kansas City, and asked for an investigation of the shortages reported there. At the time nothing definite was done in regard to it. Later the secretary of the Nebraska Association took the matter up with Governor Stephens of Missouri, and also made another trip to Kansas City. As a result of this trip and agitation the Kansas City Board of Trade appointed a committee to make a thorough investigation of the complaints made. This committee went to work to look into the matter and has been working on that line up to the present time. About the same time, thinking that added influence would be of no detriment to the work, I took the matter up with Governor Stephens, in the name of the Grain Dealers' National Association, and asked reforms in regard to St. Louis track methods and Kansas City weights. In answer to this I was called upon by the Chief Grain Inspector of Missouri, and after discussing existing methods he assured me that the Board of Railroad and Warehouse Commissioners of the State of Missouri would do all in their power to have the troubles rectified. He acknowledged that it was a fact that at certain elevators in Kansas City the weights were short, but that it had been impossible for them to get any direct evidence to make a clear case against them. He also acknowledged that the present system in vogue at St. Louis of weighing grain sold on track was not right and agreed that all yards at that place for track sale should be fenced and a proper weigh-master placed in charge. In accordance with his suggestion I made a formal request of the State Board asking that this should be done also that further investigations should be made at Kansas City in regard to the reported short weights at that place.

On April 27 I made a visit to Kansas City to see what was being done, and found that a close investigation is being made, and that it is the urgent wish of a majority of the dealers at Kansas City that they should be placed on a right footing with other markets in regard to weights. The shortages are known to exist, but the hard part of it is to get conclusive evidence to prove where and when, if this can be found then it is apparent that it would have to stop, or it would result in some of the elevators complained of being made irregular.

It is undoubtedly true that all the people doing business in Kansas City are not in sympathy with the existing plan of weighing, but they will have to suffer with the rest and lose business in that market, until the market has a reputation for correct weights. It is the decision of nearly all of the dealers who have been doing business in Kansas City in the past that they will not do any business in that market in the future, as long as existing conditions continue. Until there is a change they will place their grain in any other market available.

Dealers have realized that by organizing and having these matters investigated they can pro-

tect themselves by doing business in other places. It has put a different face on troubles of this kind. If the investigating committee fails to find the trouble, and reports there is nothing in it, and the dealers still find that weights are not improved grain shipments to Kansas City will not increase. The fact will still stare them in the face that weights are not any better, and they are in a position to know of these matters through their ability to meet with their neighbors at the association conventions. Further investigations will be made by the Association until dealers can ship their grain to that market and have it looked after in a manner that is just to them and to the buyer as well.

I wish regular grain dealers, members of this Association, and even if not members, would file with me complete lists of shortages showing loading weights, destination weights and facilities for weighing, and send them to me so that I may have them on file for use in these investigations. In making up the lists, make an additional list of a straight run of 15 to 20 cars shipped to other markets, so as to show the relative returns to those places as well as to the elevator or market complained of. With this kind of evidence at hand cases can be made strong enough to command attention, and if not conclusive it will bear on the face of it the fact that something is wrong at those places, and the trouble can be guarded against by dealers doing business at other places.

I hope that all dealers will take note of the annual meeting of the Grain Dealers' National Association in Des Moines June 29 and 30, and will make it a point to attend, and learn of the work that is being done; also to place their shoulders to the wheel and help push it along. Reduced rates will be made if 100 attend, so secure from your railroad agent a certificate of purchase of a full-fare ticket.

Yours truly, W. H. CHAMBERS, Secy.  
Des Moines, Iowa.

#### "DEALERS" WHO SIGNED THE ELEVATOR MEN'S PETITION.

*Editor American Elevator and Grain Trade:*—We have before us an address "To Grain Dealers" signed by ninety-three men and firms representing themselves to be Illinois grain dealers, in support of the Elevator Bills now on a greased toboggan in the State Legislature. Every line of this address shows finger-marks of our public elevator men, who, in order to get a few grain men to sign it, had to skirmish around in localities that do but little if any grain business with Chicago, and where the grain men have the least knowledge of the question. While we are surprised to see the names of some dealers whom we know signed to such an address, for our opinion of them is that they are fair-minded and would not knowingly advocate such a measure, the men who signed it are, as a class, far from being representative grain dealers. We notice among the names quite a number who are directly and indirectly under control of Chicago public elevator men. Some who signed it we supposed were out of business, and the great majority of them do so little business in this market that they ought to have kept their hands off and left this fight to those having a better understanding of the question and a greater interest.

We find in the address, among other assertions and statements equally absurd, the following: "As grain dealers we feel that the more competition and the more buyers we have for grain which we sell the better off we, the producers and the state at large, will be." This reads right enough and we indorse it with both hands; but the men signing this address are, either maliciously or ignorantly, advocating a measure the sole object of which is to give half a dozen corporations a monopoly in buying and selling grain in this market. If our public elevator men were not dealers in grain there would be ten buyers to every one of them at the present time. These bills give public elevator men such advantages that no one can compete with them and prosper.

Let us see how it works by bringing it home to you. Let three grain buyers start in business in any good grain town where there is but one elevator, and that owned and operated by one of the three, and all of the grain sold in the town must go into this

elevator at a cost of  $\frac{3}{4}$  cent per bushel for the first 10 days and  $\frac{1}{4}$  cent additional for each succeeding 10 days. How long could the two men pay these charges and compete with the one owning the elevator? But when, in addition, the one owning the elevator had the right to take the choice grain, white oats, for instance, received from the others as his own, returning to them the very poorest of the kind received, they could have no hope of success. Add to this lower freight rates given the elevator owner by railroads and the cup of bitterness of his competitors would indeed be full. The elevator man would soon have killed his competition and would then buy grain at his own prices. This will be the exact situation in this market if this bill becomes a law. No competition among buyers and low prices will be the result.

Yours truly, C. S. BENTLEY.  
Chicago.

#### PUBLIC ELEVATOR MEN AS GRAIN DEALERS.

*Editor American Elevator and Grain Trade:*—I would like to call attention to the bills known as the elevator or warehouse bills now before the Illinois Legislature.

These bills were introduced into the Legislature by proprietors of elevators known in our statutes as "class A" elevators. The statutes of Illinois classify elevators as elevators A, B and C. Class A elevators are those in which grain is stored by anyone who wishes to avail themselves of storage facilities, and the proprietors are required under the law to charge only a fixed price for storage, etc. The law was enacted so that anyone who had grain might have a place to store it, and be protected by law against any excessive storage charges, etc. These warehouses are for the use of the public. Hence they are termed public warehouses or public elevators. A proprietor, lessee or manager of such a warehouse must procure a license before he can transact business as a public warehouseman.

His license is procured from the Circuit Court of the county in which his warehouse or elevator is situated. He must file with the clerk of the court granting the same a bond to the people of the state of Illinois with good and sufficient security to be approved by the court in the penal sum of \$10,000 conditioned for the faithful performance of his duty as a public warehouseman of "class A," and his full compliance with all laws in relation thereto. The statutes make it a penalty for any person to transact the business of public warehouseman of "class A" unless he has a license from the court to transact such a business.

Our warehouse laws were enacted in 1871, and for a number of years after their enactment the proprietors conducted their business in compliance with the laws under which they were operating. But for the past five or six years they have been acting in the dual capacity of public warehousemen and that of buyers and sellers of grain. They found that it was far more profitable to buy inferior grain and mix it with better grain belonging to their depositors than it was to act in the single capacity of public warehousemen. This practice became so general that the patient public would endure it no longer and last winter the elevator proprietors were enjoined from buying grain. The case was heard by the learned Judge Tuley of Chicago, and after hearing the evidence presented by both sides he decreed that they have no right to buy grain while storing grain for the public. The elevator people appealed the case to the Supreme Court of Illinois. They know full well that the higher court will sustain Judge Tuley's just decision, for the reason that if they thought they would get a decision favorable to themselves they would never have gone before the Legislature with these bills.

These bills are House Bill No. 583, and Senate Bill No. 313, and were introduced almost simultaneously and are precisely alike. It is carefully drawn by the master hand of very able lawyers of this elevator combine. The bill gives them the right to deal in grain, which, if it becomes law, will create one of the most gigantic trusts the people of this country ever knew or heard of. Permit me to give you an illustration of the evil effects of such legislation. Farmer B now has 5,000 bushels of gilt-edge C3-



pound wheat. He sees the market moving upward in price on that grain. He sends it to Chicago, and orders it to the elevator where he will have it there on any sharp upturn of the market. Now, he says to himself, "My wheat is choice No. 2. If the market makes a sharp upturn I will get a good premium."

Now what is the result? The warehouseman buys an equal amount of inferior 55-pound wheat, recleans it, makes it weigh 57 or 58 pounds, puts it in the bin with Farmer B's wheat, mixes the two lots, enhances the value of his wheat and deteriorates the value of Farmer B's wheat. This is only one of a dozen advantages the bill will give to the elevator proprietors if it becomes law. Whenever the grain merchant or producer shipped the maximum grade of wheat he would be sure to receive pay for a minimum grade. In other words, by sleight-of-hand performance, "Now you see it and now you don't."

As the able judge very justly says: "No monopoly in grain dealing can operate in the long run to the interest of the producer." "A monopoly is abhorrent to the common law and the public policy of the state as manifested by its Legislature, which has always been to prevent and restrain monopolies, combinations and trusts." "These managers are doing business for the public, and they are not allowed under the law to use their warehouses in carrying on another and entirely different business."

This is from Judge Tuley's decision, and every honest and fair-minded man sees the justice and fairness of this decision. Wheat, corn and oats are commodities, money is a commodity. When we deposit good money in the bank we receive just as good money when we draw it out. Why should not this apply when we deposit grain?

B. S. TYLER.

Decatur, Ill.

#### PRACTICES OF CHICAGO PUBLIC ELEVATOR MEN.

*Editor American Elevator and Grain Trade:*—I do not know of any person who could give information regarding the stealing of the public elevator men many years ago more readily than W. T. Baker, President of the Chicago Board of Trade. I remember distinctly that it was claimed that the bins of the elevators then operated by the firm of Munn & Scott contained false bottoms, and that the stock of grain held in store by them was materially less than the amount of their receipts outstanding.

A personal experience with the firm was of this nature: We held receipts for No. 2 Rye issued by them, and while we were holding such receipts, Munn & Scott, the elevator proprietors, caused a public notice to be bulletined on 'Change, to the effect that all the No. 2 Rye in their Northwestern Elevator was in a heating condition, and that therefore extreme extra storage charges would be placed on it. This notice was put up by them plainly for the purpose of discrediting their outstanding receipts, and was a part of a scheme concocted by them, so that they might be able to buy such outstanding receipts at a greatly reduced price. On behalf of the party for whom we were carrying the receipts for No. 2 Rye, we ordered a lot of Ft. Wayne cars into their elevator, and demanded the delivery of the rye upon the receipts tendered. The result was that it was at once discovered that not one bushel of No. 2 Rye, nor rye of any kind, was in store in the elevator when we made the demand, although their receipts were outstanding therefor.

We think you are entirely correct when you say you are under the impression that the present warehouse law was prompted by such swindles, and was enacted for the prime purpose of preventing dealing in grain by public elevator men. Liberty and independence in the grain trade have been bought at a great price and secured through great tribulation.

I remember distinctly when the elevator people and the railroad people co-operating with them, refused to deliver to consignees bulk grain from track, but obliged the trade to put all bulk grain through the elevators. Here is an instance: We had a car of choice wheat arrive consigned to us, that practically had been bought with our money, and while in transit a heavy rainfall caused a little moisture to filter through a nailhole in the roof of the car, so that about a pint of the wheat was

dampened. On that account, the wheat, which was choice in fact, was inspected Rejected here, under the rules. The dampened wheat could be thrown out easily with a dip of the hands, but that privilege was refused us, the inspector insisting that the wheat should be graded Rejected, because damp. The elevator people refused to give us our car of grain off track, although we were bid 30 to 40 cents per bushel more for it than we could obtain in store as rejected wheat. The general manager of the railroad line that hauled it to Chicago also refused to give us the wheat from track, or to switch it to any connecting line, on the ground that they were under contract to deliver bulk grain to the elevators of their lines. Therefore the owner of the property lost \$150, because the line whom he had hired to haul it to Chicago (and paid them well for it) refused to give him his own property, but insisted on delivering it to the elevator people instead.

It may be remarked that at that very time they claimed loudly that this iniquitous system was maintained for the benefit (?) of the agricultural community. So insistent were the elevator people and their allies, the railroad lines, that after laws had been passed obliging common carriers to deliver bulk grain from their tracks and to connecting lines, the I. C. R. R. Co. for a time flatly refused to haul bulk grain to Chicago, unless the shipper would sign a contract (at the point of shipment) authorizing the carrier to deliver the grain to their elevators (only) at Chicago.

In those days the storage charge was 2 cents per bushel for the first ten days and ½ cent per bushel for every additional ten days or part thereof; and the grain in the elevators very often was called out of condition, so that still further and more extraordinary charges could be levied upon it. I once received a carload of No. 1 wheat over the I. C. R. R. that was put into store about April 15 of a certain year (I think 1870) and, as was then and is still the custom, the elevator receipt was delivered to me on the following morning. When the Board of Trade opened on that morning (the 16th), I found that all the wheat in the elevator that had arrived up to April 15 was posted as out of condition, so that my car of choice spring wheat was posted as out of condition before I was able to obtain the elevator receipt for its sale. The whole history of such special privileges is a sad one, and makes a very strong argument against perpetuating any such special rights in the hands of any man or combination.

Before closing this letter I ought to say that in the old days there was at least one elevator man whom everybody respected, whose business character and methods were above reproach, who was never a dealer in grain stored in his own warehouses, and whose elevator receipts for all grain always commanded a premium. I mean that block of Scotch granite (with the "Sterling" imprint) known as George Armour. If you want to find now an elevator man of his type, you can—well, address him, in—paradise.

Yours very truly,

WM. J. POPE.

Chicago, Ill.

#### WHAT CONSTITUTES CLEAN RICE.

Grain dealers are interested in the outcome of a suit by Dan Talmage's Sons against the United States, about to come before the United States Circuit Court of Appeals. The question to be decided is, what constitutes cleaned rice and uncleaned rice?

The government claims that rice from which both the outer hull and the inner cuticle have been removed, under the law of 1894, is defined by Congress as "cleaned rice," irrespective of any commercial designation, and is liable to duty at the rate of 1½ cents per pound.

The importers, however, maintain that only such rice as has been absolutely cleaned of all impurities, and which is ready for consumption as human food, can be described as "cleaned" and "patnia or Bengal rice," over which the issue is raised, is only liable to a tax of 8-10 of a cent per pound. The board of appraisers and the lower courts have upheld the government's contention on the subject, and the appeal has been taken as a test.

#### CHANGE IN CONTRACT GRADES AT CHICAGO.

The proposed amendment to the Chicago Board of Trade rules changing the grades of wheat which may be delivered on contracts on and after Oct. 1, 1897, much to the surprise of members was adopted by the members by a majority of 52 votes at an election held May 10.

As amended Sec. 3 of Rule 22 will read:

"On contracts for grain or flaxseed for future delivery, the tender of a higher grade of the same kind of grain or flaxseed than the one contracted for shall be deemed sufficient. All contracts made for wheat, unless otherwise specified, shall be understood as for 'contract wheat,' and on such contracts a tender of No. 1 Red Winter Wheat, No. 2 Red Winter Wheat, or No. 1 Northern Spring Wheat, in such proportions as may be convenient to the seller, subject, however, to the provisions of Section 5 of Rule 21, shall be deemed a valid tender."

Wm. T. Baker, who proposed the amendment, explained its effect in a circular to members from which we take the following:

"I believe the proposed amendment to the rules, making No. 1 northern and No. 2 red winter wheat the standard for delivery on regular contracts, will add to the volume and greatly improve the character of our business. For years it has been the policy of this Board to make either or both winter or spring wheat legal tender on contracts for future delivery. The proposed amendment does not change this custom, but only requires the best of either crop, still leaving to the seller the choice of delivering either spring or winter wheat. This advantage which will remain with the seller is hardly offset by giving the buyer the reasonable inducement of receiving on his purchases the best of either crop. Under our present system it is perfectly well known that the buyer of future wheat in this market, unless prepared to buy and take delivery of the entire stock, will have delivered to him only No. 2 spring wheat, a nondescript grade, which has no equivalent in any other market and which is largely the product of cleaning houses, where it is manufactured expressly to deliver on contracts. This grade is not sought for by consumers and does not move out from here unless other sources of supply are exhausted or a panic in prices here makes it attractive to consumers. No miller or shipper buys a future in Chicago with the expectation of taking the wheat on delivery for use. We have driven to other markets our best buyers, while attracting sellers from every part of the world. If we are to have all the sellers in the world we should also have all the buyers, in order to keep this the greatest market in the world. The millers and exporters of the East have no misgivings in buying futures in Duluth, Minneapolis, St. Louis, Toledo or Detroit, knowing that they will have delivered to them wheat that they can use and that their trade requires, and the speculative trade will follow in the wake of the legitimate demand. It is a growing complaint among our commission houses that we have no buyers, and unless we can attract them hither we shall eventually have no market at all."

Program for the meeting of the Grain Dealers' National Association will be published in the June number of this journal.

Permitting public elevator men to deal in grain stored in their own houses resulted in one of the greatest steals the trade has ever known. The false bin bottoms found near the tops of the bins of Chicago elevators more than 25 years ago have not been forgotten.

The gift of the seeds is but a pretty unit in the system of socialism which is eating away the foundations of our social fabric, and which must in due course bring it to ruin. From this point of view, therefore, the free distribution of seeds [by the government] presents a far graver aspect than when regarded merely in the light of an unjust interference with an individual business; and for every reason we must wish success to the dealers in their efforts to put an end to it.—San Francisco Grocer.



## THE ELEVATOR BILLS IN THE ILLINOIS LEGISLATURE.

BY A CHICAGO ELEVATOR MAN.

Quite a change in feeling has taken place in a large number of grain dealers through the state. After investigating the warehouse bill which is now before the Legislature at Springfield a great number of dealers have come to the conclusion that it is not a bad one and they are now in favor of its passage.

It seems upon investigation that the so-called elevator trust in Chicago is not just exactly what some parties have tried to make out that it was. The elevator concerns in Chicago have for the past twenty-five years dealt in grain more or less, and during the last six or ten years have dealt in it in an extensive way. They have been forced into this because of the competition with other outlets from the grain growing sections. Licensed elevators have not only had trouble as to competition from the outside markets, like New Orleans, Galveston, Duluth, Milwaukee and other places, but they have had very keen competition in the way of private elevators. There are a large number of private elevator concerns which have no regular elevators. These parties buy and push for whatever is offered for sale. This forces the licensed elevators, if they desire any business, to buy and push for it also. Besides this, the competition with the outside markets drives these licensed elevators to make bids on the finest possible margin all through the West. This, of course, cuts out the Chicago commission merchants and, naturally, they feel pretty sore over it, and they have for the past two or three years fought the elevator concerns at every point and in every way possible.

Last fall the Board of Trade commission firms, through Mr. John Hill, took the matter before Judge Tuley of Chicago. He decided that the law did not specify that elevator concerns could deal in grain, and an injunction was granted restraining them from dealing in grain. The matter has been taken to the Supreme Court and it will probably be several months before it can be reached. In the meantime parties who are interested in having Chicago retain her grain trade have presented to the Legislature the bill which will allow elevators to buy and sell grain the same as they have done for the past twenty-five years; but, at the same time, the law provides some very stringent restrictions in the way of the state, through the Railroad and Warehouse Commissioners, taking absolute control of the handling of the grain while in these elevators so as to prevent any possible chance of discrimination or fraud in favor of one against another.

Some two years ago the Board of Trade people in their fight with the elevators tried their best to get this same state of affairs inaugurated—that is, for the state to take control of the grain in the elevators through a Supervising Inspector. It was discovered that there was no legal way or law under which they could take this control of the grain; therefore, the matter was dropped. This bill now provides just what the Board of Trade men desired. The Chicago merchants away from the Board of Trade—the banks, insurance people, vessel interests, etc.—are all strongly in favor of the passage of the bill, as they do not relish the idea of having Chicago lose the grain trade which must come here in order to keep employed the large amount of capital which is now invested in different ways, such as in railroads, banks, etc.

The country grain dealers as a general rule fare very well with the Chicago elevator men. The commission merchants in Chicago lose  $\frac{1}{2}$  or 1 cent per bushel commission, which they claim the elevator proprietors pay the country grain dealer for his grain. If he could sell his stuff direct to the Chicago elevator men at the same price the commission man does, naturally he is the commission better off and is enabled to pay that additional amount of money to the farmer for the grain. Besides, the grain dealer gets another advantage as the elevator men in buying, except in rare cases, only bid regular dealers and do not bid the scalpers. This gives the regular grain dealers who have money invested in a plant an advantage over the

scalpers, which they should have. If this business goes to the commission merchant the scalper has an even chance with the grain dealer.

A large number of grain dealers throughout the state are now working vigorously for the bill and quite a number who originally opposed it are among those who are working the strongest for it.

## IMPORTS AND EXPORTS OF FOREIGN BREADSTUFFS.

According to the last report of the Bureau of Statistics, the total value of breadstuffs imported during the nine months ending March 31 amounted to \$1,902,793, against \$2,122,497 for the same time of 1895-96. The amounts exported during the nine months ending March 31, compared with the nine months ending March 31, 1896, were: Barley, 1,030,819 against 709,154 bushels; corn, 5,216 against 3,673 bushels; oats, 38,470 against 18,094 bushels; oatmeal, 1,487,665 against 282,802 pounds; rye, 70 against 154 bushels; wheat, 949,682 against 1,634,959 bushels; wheat flour, 1,870 against 1,125 barrels. All other breadstuffs imported during the same periods were valued at \$813,334 against \$751,637.

Exports of foreign breadstuffs during the same periods were valued at \$701,446 against \$1,228,480. The amounts exported were: Barley, 9,476 against 8,396 bushels; oats, 19,202 against 7,182 bushels; oatmeal, 630 pounds against none; wheat, 918,637 against 1,858,015 bushels; wheat flour, 1,310 against 209 barrels. The value of all other breadstuffs amounted to \$8,850 against \$4,513.

## SEED EXPORTS AND IMPORTS.

According to the last report of the Bureau of Statistics on the exports and imports of seeds, the quantity exported in March was valued at \$275,083, against \$212,392 for March, 1896; and the valuation for the nine months ending March 31 was \$5,256,818, against \$1,277,381 for the same time of 1895-96.

Clover seed amounting to 1,024,330 pounds, valued at \$81,443, were exported in March, against 1,020,790 pounds, valued at \$78,624, in March, 1896; and during the nine months ending March 11,778,371 pounds, valued at \$895,679, were exported, against 4,743,596 pounds, valued at \$374,651, exported in the same time of 1895-96.

Cotton seed aggregating 1,501,506 pounds, valued at \$8,534, was exported in March, against 2,765,599 pounds, valued at \$19,609, in March, 1896; and during the nine months ending March 23,537,398 pounds, valued at \$153,834, were exported, against 18,537,522 pounds in the same time of 1895-96.

Flaxseed amounting to 37,793 bushels, valued at \$30,417, was exported in March, none in March, 1896; and during the nine months ending March 4,112,430 bushels, valued at \$3,340,656, were exported, against 28,966 bushels, valued at \$31,509, in the same time of 1895-96.

Timothy aggregating 3,715,819 pounds, valued at \$122,318, was exported in March, against 2,102,032 pounds, valued at \$89,640, in March, 1896; and during the nine months ending March 13,546,648 pounds, valued at \$476,112, were exported, against 9,035,595 pounds, valued at \$411,611, in the same time of 1895-96.

All other seeds exported in March were valued at \$32,371, against \$24,519 for March, 1896; and during the nine months ending March an amount valued at \$390,537 was exported, against \$341,613 in the same time of 1895-96.

Flaxseed imported in March amounted to 7,999 bushels, valued at \$8,693, against 9,319 bushels, valued at \$11,673, imported in March, 1896; and during the nine months ending March 68,488 bushels, valued at \$68,809, were exported, against 708,924 bushels, valued at \$764,633, in the same time of 1895-96. Of all other seeds those imported free of duty were valued at \$102,304 for March, against \$138,559 for March, 1896; and the valuation of imports during the nine months ending March was \$674,299, against \$986,466 for the same time of 1895-96. All other dutiable seeds imported in March were valued at \$42,293, against \$22,245 for March, 1896; and during the nine months ending March imports were valued

at \$425,604, against \$536,793 for the same time of 1895-96.

## QUERIES AND REPLIES

[Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.]

### No. 20. Who Owns False Car Doors?

Can someone tell us to whom false car doors belong? We buy a great deal of grain from the West, and the local agent claims these doors belong to the railroad company. The doors in question are simply nailed on the inside of the cars to keep the grain away from the car doors proper.—N. C.

### No. 21. Plan and Cost of Warehouse.

I contemplate building an addition to my mill, which is to be used as warehouse and wheat storage combined. Can someone please give information how to arrange and construct such a building to handle wheat conveniently? The space I have reserved for this purpose is only 20x24 feet. Wheat bins should hold 5,000 bushels, and should not take up more space than 20x13 feet. I should also have one bin to store bulk bran. What would such a building cost?—B. M.

### No. 22. Who Used Deflecting Board Prior to 1883?

If any elevator man used a swinging deflecting board for diverting grain dumped from wagon to either of two receiving sinks or bins beneath the wagon dump prior to Nov. 13, 1886, and can prove it, he will confer a great favor upon the country elevator men of the country by communicating with this journal immediately. M. F. Seeley is demanding \$25 to \$50 of country elevator men for the claimed infringement of his letters patent covering this device, but it is claimed that the patent is void, as the device was used by many elevator men years before the letters patent were issued by the Patent Office. No suits have been brought by the claimant, but he threatens to sue for damages.

### No. 23. Option to Cancel Contract.

I would like to learn the law regarding extending or canceling contract on purchase of grain, the contract being between a country grain dealer and the farmer, which has the option, if either, and why? I made a verbal contract, which was briefly as follows: On Feb. 20, 1897, three farmers came to my office and sold to me about an equal amount of corn, 10,000 bushels in all. One of them asked what time I could give them to deliver it, and I said all of March. They said that surely would be long enough. Each of these farmers got about half the worth of their corn in cash in advance. One of them delivered his corn as per contract; the other two did not deliver the corn in March, and held that the contract had expired. Corn had advanced about 5 cents per bushel, and they claimed that they had the right to sell the corn elsewhere or to me, wherever they could get the most for it. I claim I had the right to the difference in the price or the corn. Who is right? I would like information through the "American Elevator and Grain Trade."—L. A. P., Illinois. [Ans.—A contract cannot be changed by either party to it without the consent of the other. The farmers having failed to fulfill their contracts with the dealer, are liable to him for damages. The measure of his damages is the difference between the price the farmers agreed to deliver corn for and the price ruling in that market on April 1, the day their time for delivery expired. If the dealer had contracted to sell the corn he bought of the farmers he could have bought other corn in the market upon that day at the ruling market price to protect himself against further loss. Illinois courts have frequently decided this question against the contract-breaking farmers.]

The term "public elevator" signifies to every intelligent person that the house is an elevator for the use of the public, and not the elevator owner. If the elevator proprietors want to profit by mixing grain let them provide private elevators for handling it.





Joseph Schmuiker will erect a brewery at New Ulm, Minn.

Frank Marx has succeeded Marx Bros., brewers of Wyandotte, Mich.

B. Livermann, brewer of Chaska, Minn., recently sustained a loss by fire.

The firm of Fluhrer & Staedler, brewers of Trail, B. C., has been dissolved.

The Kropf Ale Co. has succeeded Geo. Dilger, brewer of Louisville, Ohio.

Hubert Fischer will erect an addition to his brewery at Hartford, Conn.

Paul Mattes will erect a new brewery at Des Moines, Iowa, to cost \$80,000.

Charles Widemann, brewer of Vallejo, Cal., will erect a brewery at a cost of \$10,000.

Frank E. Peacock has succeeded the brewing firm of J. Peacock & Son at Rockford, Ill.

Theo. Knapstein & Co. have succeeded Edward Becker, brewer of New London, Wis.

The Auburn Brewing Co. of Auburn, N. Y., has been placed in the hands of a receiver.

The Lewistown Brewing Co. will erect a malt house this season at Lewistown, Mont.

The Indiana Brewing Co. is erecting a brewery at Marion, Ind., which will cost \$40,000.

Mayer Beyer and others recently incorporated the Beyer Brewing Co. at Obernburg, N. Y.

Hatha & Gordon's malt house at Rochester, N. Y., was materially damaged by fire April 13.

The Hieber Brewing & Malting Co. of Spokane, Wash., recently sustained a loss by fire.

Philip Liebingner has succeeded the Leibinger & Oehm Brewing Co. at Evergreen, L. I., N. Y.

G. W. Donnelly has been appointed receiver for the Jacob Ahles Brewing Co., New York City.

The Aurora Brewing Co. of Aurora, Ill., has increased its capital stock from \$80,000 to \$150,000.

The Gerhardt Lang Brewing Co. has been organized at Buffalo, N. Y., with a capital stock of \$400,000.

An addition is to be erected to the Magnolia Brewery at Houston, Texas, at a cost of \$25,000.

The Standard Brewing Co. has been incorporated at Baltimore, Md., with a capital stock of \$150,000.

The Anthracite Brewing Co. has been incorporated with a capital stock of \$50,000 at Mt. Carmel, Penn.

The Rice & Bullen Malting Co. of Chicago has changed its name to the Fred. F. Bullen Malting Co.

The American Brewing, Malting and Elevator Co. of Chicago has succeeded the American Brewing Co.

Frank Moreschal and J. D. Hoefer of St. Louis are erecting a brewery at Sedalia, Mo., to cost \$40,000.

The Consumers' Brewing Co. has been incorporated at Chicopee, Mass., with a capital stock of \$150,000.

Hoffman & Boppel of Little Falls, Minn., have purchased the Brainerd Brewing Co.'s plant at Brainerd.

Jacob Siegel, President of the John Eichler Brewing Co., New York City, died at that place recently in his 70th year.

Additions have been made to the M. K. Goetz Brewing Co.'s plant at St. Joseph, Mo., about doubling the capacity.

Albert Blatz of Milwaukee, Wis., has bought George Williams' brewing plant at Cedar Rapids, Iowa. The plant will be enlarged and put in operation.

The newspaper report that the A. F. Bullen Malting Co. of Chicago had decided to go out of business on account of not being able to make a profit was, of course, erroneous. The A. F. Bullen Malting Co.

was some time ago amalgamated with the Brand, Bullen & Gund Malting Co.

Jacob Helf and others have organized the Helf Brewing Co. at Kaukauna, Wis., and will continue Jacob Helf's business.

The Orange Co. Brewing Co. of Middletown, N. Y., has been incorporated at Trenton, N. J., with a capital stock of \$100,000.

The Apfel-Klueze Golden Horn Brewing Co. has been incorporated at Brooklyn, N. Y., with a capital stock of \$120,000, to succeed George Apfel.

The Waukegan Brewing Co.'s malt house at Waukegan, Ill., was recently destroyed by fire, and 3,000 bushels of barley and malt were damaged.

August Mueller and other have bought the Consumers' Brewing Co.'s plant at Utica, N. Y., and have organized a company to continue the business.

The Hibernia Brewing Co. has been incorporated at Wilmington, Del., by H. F. Cassidy and others, and will soon begin work on the erection of an elevator at that place.

Charles Andress and others of Columbus, Ohio, have organized the Consumers' Brewing Co., and will erect a brewery at Newark, Ohio. The company has been incorporated under the laws of West Virginia, with a capital stock of \$75,000.

The Board of Trade of Oswego, N. Y., at which place a good deal of Canadian barley is imported, has sent a protest to Washington against the duty on barley of 30 cents per bushel as provided in the Dingley bill. Those interested claim that a rate of 30 cents would be prohibitive, while a lower rate would yield revenue.

The enterprise of the Hon. Frank Jones, of the Frank Jones Brewing Co., Portsmouth, N. H., in trying to grow barley in Aristook Valley, Me., and thereby obviate its importation from Canada, was not looked upon with approval by the farmers of that section, and was therefore abandoned. Prohibition sentiments seem to have a strong hold on them.

Various scientists connected with the brewing industry have appeared before the commission appointed by the British government to inquire into the nature and quality of the substitutes used for barley malt by British brewers. All of them have testified unequivocally as to the wholesomeness of the substitutes for barley malt so generally employed by brewers, and the excellence of the beverages they produced.

An apparatus for drying malt has been patented by Wm. H. Prinz of Chicago. It is numbered 580,672, and includes a hopper-floor, a furnace having its exit below said hopper-floor and practically under the middle portion thereof, a floor around said furnace, draft-passages between said hopper-floor and said floor below said furnace, openings in said hopper-floor adjacent the walls of said kiln, and hoods above said openings. Above the hopper-floor is the malt floor, with valve-controlled openings.

An apparatus for treating mash in brewing, etc., which was patented in Germany by Valentine Lapp, Leipzig, in 1894, has been patented in the United States, No. 581,354. It is an apparatus for extracting beer wort, with provisions for circulating a heating fluid in a jacket, and for inducing mash and water and delivered washed grains, in the combination of a perforated hollow cylinder with means for revolving it, and a hollow shaft carrying helical wings with means for revolving it in the direction opposite to the revolutions of the cylinder.

A method of and apparatus for collecting waste gases in breweries has been patented by Otto Zvietusch, Milwaukee, Wis. It is numbered 582,151, and combines with an open fermenting vat a central vertical pipe passing through the bottom of the vat, a collecting basin secured to the top of the pipe and having its upper edges intermediate between the level of the fermenting liquid in the vat and the top of the upright walls of said vat, a three-way outlet secured to the lower projecting end of the central vertical pipe below the bottom of the vat, butterfly-valves or cut-offs, one in each hori-

zontal arm and one in the lower vertical arm of said outlet, and horizontal gas-leading pipes connected to the horizontal arms of the outlet.

There was no barley malt imported into the United States last March, according to the last report of the Bureau of Statistics, against 576 bushels, valued at \$658, imported in March, 1896; and during the nine months ending March 9,299 bushels, valued at \$7,662, were imported, against 3,802 bushels, valued at \$3,407, imported in the same time in 1895-96.

The dumping kiln floor invented by Wm. H. Prinz of Chicago (patent No. 581,137) has been assigned to the Saladin Pneumatic Malting Construction Co. The kiln floor consists of a plurality of floor sections arranged in pairs and pivoted adjacent their meeting ends to standards mounted upon beams in the kiln, movable supports pivotally secured to said sections adjacent their outer ends, and devices for moving the lower ends of said supports in opposite directions to trip the same and dump said sections.

Michael A. Barber, Norwich, Conn., has patented a malting machine (No. 580,840) which combines in a revoluble stirrer the combination of the journaled shaft, having radial arms, reversible buckets journaled in the free ends thereof, each bearing a rigid reversing-rib, a shell interposed between the shaft and the buckets, a spider loosely mounted on the shaft, and link connections between the said buckets and the spider-arms, whereby the reversal of one bucket causes all the others to reverse in unison.

The assignment proceedings in the case of George Weiss, the George Weiss Malting and Elevator Company, and the American Brewing, Malting and Elevator Company of Chicago have been dismissed. The failure of Mr. Weiss and the two corporations was caused by the failure of the National Bank of Illinois. The assignees were the Chicago Title and Trust and the Security Title and Trust Companies. They filed petitions asking to be discharged and showing that the creditors had consented to a discontinuance of the proceedings.

Part of a wall of a building occupied by Watkins, Fretts & Co., dealers in malt, etc., at Chicago, gave way April 24, and allowed considerable malt to fall to the ground. The accident was caused by the overloading of the bins on the third floor. The strain on the wall forced it to bulge out and collapse. The entire wall did not fall, but the supports gave way, leaving it in a dangerous condition, and it will be necessary to tear it down. The top portion of the wall fell and allowed several thousand bushels of malt to run out. It is said the grain was not injured. There was no one in the building at the time.

On April 24 what is said to be the largest shipment of malt ever made by rail was a train load of 50,000 bushels sent from Manitowoc, Wis. It consisted of 35 cars, shipped by the William Rahr Sons Company of Manitowoc to the Anheuser-Busch Brewing Association of St. Louis, Mo. The event was one of such note in its line that it was attended with some glorification. The railroad company provided the train with two locomotives, which were gay with bunting. The Anheuser-Busch Company and the Rahr Company dressed the cars with posters bearing suitable announcements and an abundance of flags lent a dash of color and jubilation to the event.

Chas. Kaestner & Co. of Chicago, Ill., report the following among recent orders: Star Brewery, Buffalo, N. Y., one 10-foot Kaestner Patent Mashing Machine and Grains Remover; Goetz & Brada Manufacturing Co., Chicago, one 8-foot Kaestner Patent Mashing Machine and Grains Remover; Hoffman Brothers Brewing Co., Chicago, one 30-horse power upright high speed automatic engine, and one special centrifugal pump; United States Breweries, Chicago, one hand malt mill; National Brewing Co., Chicago, one Cross Oil Filter; Geo. F. J. Hildebrand, Monterey, Mexico, distilling outfit complete, capacity of 500 gallons daily; Chas. Storck's brewery, Schleisingerville, Wis., one No. 2 Cross Oil Filter, and many others.

The Illinois Grain Dealers' Association will hold its annual convention at Decatur June 8. Every regular dealer should attend.

The arrest of a railroad agent in Minnesota and his subsequent trial and fine for refusing to issue a clean bill of lading to a grain shipper instead of the customary "more or less" form has attracted widespread attention. The road has appealed the case to a higher court, and grain dealers are awaiting a decision "more or less" anxiously.—Gazette, St. Joseph, Mo.

The postoffice authorities at Washington, April 23, issued a fraud order against the "banking" firm of Edwin Barbour & Co., which sent out "literature" and conducted a discretionary business at No. 6 Wall Street, New York. The Postmaster-General has also issued fraud orders against Talcott & Co. of New York, charged with being a discretionary pool firm, and against the Traders' Collecting Agency of Buffalo, N. Y.



## WATERWAYS

Erie Canal boatmen have reduced the demurrage charges on grain cargoes in New York from \$10 to \$5 per day.

The steamer Kildona recently broke the grain cargo record out of Portland, Me., by loading 148,000 bushels, the largest of last season being 128,000 bushels.

The British steamer Strathcain recently broke the record for the largest cargo of grain, loading at Baltimore 204,000 bushels of corn, equal to 5,100 tons.

The export season from the port of Montreal opened May 6, when the steamer Montezuma left for London with a cargo of 97,000 bushels of corn and 7,000 sacks of flour.

The Welland Canal locks are closed at midnight on Saturday and not opened again until midnight Sunday. Vesselmen are complaining of this, and while it probably will not last long it is a nuisance while it does last.

At a recent meeting of the Executive Committee of the Chicago River Improvement Association, a resolution was framed for presentation to the State Legislature giving the consent of the state to the condemnation and purchase of lands along the river for the widening of the Chicago River.

The largest tow that ever went through the Welland Canal was the steamer John Glidden and consorts Aberdeen, Minch and Warmington, which sailed from Chicago recently. The cargo consisted of the largest quantity of grain ever made up into one tow for Lake Ontario, being 223,000 bushels of corn for Prescott, Ont.

The harbor at Collingwood, Ont., will be dredged to a depth of 20 feet, and it is hoped that the grand Trunk Elevator at that point, which has been practically idle for some years, will find something to do again. It is believed that with deep water considerable Canadian grain now exported via Buffalo can be diverted to Collingwood.

The Buffalo Elevating Association has reduced the shoveling charges on grain from \$3.50 to \$3.35 per 1,000 bushels. The reduction was accomplished, as usual, by a committee of the Lake Carriers' Association, which always seems to exercise some charm over the pool. The price at Erie and Fairport will probably be the same as at Buffalo.

The Canadian Department of Trade and Commerce has sent word to the Montreal Corn Exchange Association to the effect that the government was giving careful attention to the subject of the diversion from a Canadian to a United States route of Manitoba wheat, and that efforts would be made to restore this trade to its legitimate channel.

It will be two years or more before the canal from Port Arthur, Texas, to deep water can be completed. Enjoined against dredging a ship channel through Sabine Lake, the Missouri, Kansas & Texas Trust Company has decided to construct an inland canal along the west shore of Sabine Lake to Sabine Pass, so as to give Port Arthur a deep-water harbor.

One of the triumphs of modern engineering is the canal being built for the purpose of carrying the vast amount of sewage of Chicago into the Mississippi River, the main design being that the waters of Lake Michigan shall flow through it at the rate of 10,000 cubic feet per second. The canal is 28 miles long and requires an excavation of nearly 40,000,000 cubic yards.

South Chicago, Ill., is becoming an object of interest to grain shippers, as it captures more and more of Chicago's grain trade. Last year the shipments of grain from that port included 22,000,000 bushels of corn, 14,000,000 bushels of oats, 4,000,000 bushels of wheat, and 3,000,000 bushels of barley, together with innumerable other freights, making altogether 1,800 of the largest cargoes on fresh water.

An open cut in westbound canal and lake rates has been made by the Western Transit Co., the canal and lake line of the New York Central Railroad. The cut applies to Chicago Duluth and St. Paul, and amounts to 10 cents per 100 pounds on first-class business, which is equivalent to from 20 to 30 per cent. A cut of 5 cents on second-class, of 2 cents on third, fourth, fifth and sixth class business.

The word "ton," as applied to the measurement of vessels, has a certain definite meaning, well settled by custom, as also, the United States Circuit Court of Appeals holds (the Thomas Melville), by the navigation laws of the United States, and it means 100 cubic feet of interior space. The entire cubic contents of the interior space, numbered in tons, is called the "gross tonnage." When, from the entire cubic contents of the interior of a vessel, there are deducted the spaces occupied by the crew

and by propelling machinery, the remainder, numbered in tons, is called the "net tonnage."—Business Law Weekly.

Erie Canal boatmen are determined to get as much business as they can this season, and the Buffalo Boat Owners' Association has cut rates on grain to New York, in order to meet cuts made by the railroads, as follows: Wheat, cut from 3½¢ per bushel to 3¢. Corn, cut from 2½¢ per bushel to 2½¢. Barley, cut from 2½¢ per bushel to 2½¢. Flaxseed, cut from 3½¢ per bushel to 3¢. Rye cut from 3½¢ per bushel to 2½¢. Oats, cut from 2½¢ per bushel to 2¢.

The Commercial Transportation Co., which is composed of Duluth-Superior mills, is making active preparations for the present season of navigation. The company has been organized to operate in connection with the Erie Canal and is essentially an independent lake transportation line controlled by the millers at the head of the lakes. Arrangements have been made to charter boats for the season to transport the products of the mills to Buffalo.

There has been considerable trouble with the gate operating the machinery of the new Poe lock at St. Mary's Falls Canal, notwithstanding that repairs amounting to nearly \$5,000 were made upon them last winter, and it was supposed that all difficulties had been overcome. There are six of these machines, and the lock was in operation but a few days when three of them worked unsatisfactorily. The Canadian lock may prove a great convenience this season.

The following shows the earliest, latest and average dates of the opening of navigation at Canadian ports during the last 20 years: Lake Superior, Port Arthur, earliest March 18, latest May 22, average April 26; St. Mary's River, Sault Ste. Marie, April 8, May 12, average April 27; St. Clair River, Sarnia, March 7, May 3, average April 5; Lake Erie, Port Colborne, April 15, May 9, average April 25; Lake Ontario, Toronto, February 13, April 25, average March 28; Kingston, March 6, April 24, average April 5; St. Lawrence River, Montreal, March 30, May 5, average April 21.

The steamer Queen City recently sailed from Duluth with a load of 185,000 bushels, or 5,550 tons, of wheat. The new steamer Carnegie had just broken the record with her first grain cargo, loading 182,000 bushels. This interesting estimate of the Carnegie's cargo has been made: It would load 300 cars with 600 bushels each and that number of cars would make a string two miles in length. Seven locomotives would be required to handle that many cars if divided into trains, yet the Carnegie transports all this grain at a fuel cost of about one ton of coal per ten miles. The seven locomotives would burn about 3½ tons hauling the wheat ten miles.

A Detroit marine insurance agent says: "The invasion of the lake cargo and hull underwriting field by the English Lloyd's has proven the death of scores of reputable, responsible American insurance companies, so far as lake business is concerned; and the struggle between two syndicates, both representing English companies, or insurers, rather, is the last act of the tragedy, the act which seems destined to witness the wiping out of pretty nearly all the Americans' business. This year the British companies are divided into factions, each of which is knifing the other to get the lake business, and in the struggle between them the very few American companies left in the field are scarcely heard of, all the best boats going to one or the other of the syndicates."

The annual mile-ton report of the two St. Mary's Falls canals for the season of 1896, shows an enormous increase in the amount and value of freight which passed to and from Lake Superior last year, over any previous season. In 1895 the value of all articles was given at \$159,575,129.43. In 1896 it amounted to \$195,146,842.49, an increase in round numbers of about \$36,000,000. With an increase of over a million tons in freight carried, the rate per mile-ton was materially lower, it being .99 mill in 1896, while it was 1.14 mills the preceding year. The cost of carrying freight was therefore considerably lessened. This is mainly attributable to the larger cargoes boats were able to carry, owing to the increased depth of water in the channels. The amount of grain carried was 90,704,534 bushels, valued at \$58,147,095.

The early grain vessels have been rather unfortunate this season. During the storm of April 26, five vessels, all heavily loaded with grain, went aground or ashore at the eastern end of Lake Ontario. On April 27 another went ashore. The steel steamer Rosedale was driven ashore in the narrows of the St. Lawrence just below Clayton. Four barges loaded with 100,000 bushels of grain, from Kingston for Montreal, ran ashore at Johnston's light and one sank in 100 feet of water. The others were half filled with water. The steel steamer Bannockburn, laden with 60,000 bushels of corn, ran on the rocks near Snake Island light. From Port Huron comes the report of a large number of wet grain cargoes. The W. D. Rees is said

to have wet 3,960 bushels of oats, and other vessels have smaller losses. The steamer Sauber, from Port Arthur to Buffalo, is said to have 1,000 bushels of wet wheat. As this is bonded, and will have to pay duty at one-fifth of its original value, it will be worthless.

There are prospects of some record-breaking grain cargoes this season. There is a great difference between the present depth and draft of vessels of last year. This year the depth that vessels may safely load to is 16 feet, while last spring at the opening it was 13 feet 6 inches. Thus, on account of the channels having been deepened in a number of places since last fall, the conditions for large cargoes this season are better than ever before. The steamer Queen City holds first place for Lakes Superior and Michigan. She broke all records when she carried 156,256 bushels of barley and 58,000 bushels of wheat, which is equal to 5,400 net tons, from the head of the lakes to Buffalo last fall. The Queen City broke the record for the heaviest cargo out of Chicago, having taken out a load weighing 6,210 net tons last summer.

The old question of the insurance of pin flats on the St. Lawrence route has come up again. All Canadian insurance companies have refused to take a risk on pin flats carrying grain, and it is said that if the pin flats are excluded from the trade altogether there are not enough vessels to ship cargoes by water, and, in the last resort, grain will have to be shipped to Montreal by rail from Prescott and Kingston to fulfill existing engagements. This would mean the making of the St. Lawrence route prohibitory and would drive the grain trade to Buffalo. Grain from the great lakes to Montreal usually goes down in large vessels as far as Kingston, where it is transhipped into barges for Montreal. Pin flats are held to be objectionable risks on account of their liability to accident, and this occurring, the probable destruction of their whole cargo, especially grain.

## OBITUARY

Thos. F. Anderson, who was formerly connected with the grain, hay and feed business at Williamsburg, N. Y., died at that place April 15. He was born in Philadelphia in 1834.

Rufus H. Sage, a former member of the Chicago Board of Trade, and at one time a large speculator and flour dealer, died May 6. He was a nephew of Russell Sage of New York City.

J. W. Throop, who was connected with the old Throop's Grain Cleaner Co. at Auburn, N. Y., many years ago, died in England recently. He was well known in milling and machinery circles.

W. W. Gilbert, a prominent grain merchant of Kankakee, Ill., died April 16, age 56 years. He was one of the leading grain dealers of Eastern Illinois, controlling elevators at Danforth and other points.

James Stuart, who, up to two years ago, was a prominent grain broker of Spokane, Wash., died recently of meningitis. Two years ago his mind became unbalanced through worry and overwork, and he was compelled to give up his business.

Warren Robinson, of the Atlantic Elevator Co.'s elevators, died at Minneapolis, April 17, of heart disease. Mr. Robinson had been connected with the elevator business for a number of years, and will be regretted by a large circle of friends in and out of the grain business.

Reuben B. Mitchell, an old and prominent member of the Toledo Merchants' Exchange, died recently at the age of 67. Mr. Mitchell's business career was long and varied, but the grain and milling business chiefly occupied him during recent years. He was a member of the firm of Mitchell & Brown of Maumee, Ohio.

F. C. Schroeder, a well-known grain commission merchant and member of the Kansas City Board of Trade, died suddenly at Kansas City April 17. Mr. Schroeder was born in Copenhagen, Denmark, in 1839, and came to America at the age of 22. He had been prominent in grain circles of Kansas City during the past 20 years, and previously had been engaged in the grain business with Robert Lindblom at Milwaukee.

J. M. Leet, of the firm of Leet & Fritze, grain commission merchants, Chicago, died at his home in this city May 8. Mr. Leet was born near Hartford, Conn., 63 years ago, and had been connected with the grain business all his life. He came to Chicago in 1870 and operated a large grain cleaning elevator here. He was an old and highly respected member of the Board of Trade. His death was particularly sad on account of its distressing cause. A cancer appeared in his throat due to excessive smoking, and he died of slow starvation.

Cooper well your cars and reduce shortages.





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### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., MAY 15, 1897.

If the grain dealers at the coming conventions will petition the United States Government to make an effort to educate those attending the Paris Exhibition in the uses of corn as human food, they may materially increase the export corn trade.

The new Third Assistant Postmaster-General, John A. Merritt, informs us that numbers, names or letters for purposes of description may be placed on samples of grain, to be mailed as fourth class matter, that is, at the rate of one cent for two ounces.

Do not accept old, worn-out, sway-backed cars, with bulging sides or cracked floor, as the chances against the arrival of any of your grain at destination in good condition will be very slim. As for damages; well, the railroad companies do not like to pay them, and it frequently costs more to collect than the loss amounts to.

Owing to several other conventions being booked for Des Moines on the dates first selected for the meeting of the Grain Dealers' National Association, the time has been changed to June 29 and 30, when there will be no trouble to obtain hotel accommodations for those attending the meeting. Reduced railroad rates will be secured.

Reports to the effect that corn is rotting in the cribs continue to reach us from points in Iowa. One of the latest is that at six stations in Webster County nearly 75 per cent. of the corn in the cribs is unfit for feeding. In the middle of each bin the corn is rotten for six feet each way. There are several good grain driers on the market that can be obtained at

a very reasonable price, so there is no excuse for any regular grain dealer permitting his grain to spoil on account of moisture. Many have put them in their elevators and found them a very profitable investment.

The bucket shops at country points are now receiving some attention from the authorities, but there are so very many of them that it will be a long time before the present supply is closed up. In the meantime many others will start up and live on the gullible, would-be speculators who expect to get rich in a short time.

At last, after failing to induce twenty-nine insurance companies which had issued policies on the Pacific elevators, burned in Chicago last October, to accept the report of the arbitrators, W. H. Harper has sued them in the Will County Circuit Court for \$100,000. Many of the companies which had policies on the elevators settled long ago, and even without asking that arbitrators be appointed.

The Illinois Grain Dealers' Association will hold its annual meeting at Decatur June 8. A good program is being prepared. Special rates will be granted by the hotels and special "Grain Trade Sleeping Cars" will be chartered by this journal, so that persons attending the meeting from Chicago will get a cut rate and be permitted to get a good night's rest going to and from the convention. All those intending to attend from this part of the state should promptly communicate with this journal and engage a berth.

The shipper who has his grain delayed in transit does not always have himself to blame for it, but a Nebraska shipper was recently placed in such a position. He loaded a grain car with 15,000 pounds in excess of its marked capacity and the railroad company discovered it at a weighing point. The car was billed at the marked capacity, as the green hand who loaded it supposed that was the weight of the grain. When railroad companies provide scales and do their own weighing or pay the elevator man for receiving and loading grain into their cars, so that he can afford to put in scales, cars will not be overloaded, neither will there be any excuse for underbilling grain.

In "Queries and Replies" this number, an Illinois grain dealer asks for information regarding the liability of farmers who contracted to deliver grain, but now refuse to do as they contracted. If any reader knows of a similar case which has been decided by the courts recently he will confer a great favor upon the trade, and especially upon our correspondent, by sending us a digest of the decision or by informing us of its title and the day of its rendering by the courts. Some dealers seem to have opinions regarding such contracts as erroneous as those held by the farmers. The contract cannot be amended nor the time to fulfill changed without the consent of both parties to it, and if either fails to do as agreed within the stipulated time he cannot expect nor bind the other to carry out his part of the contract after the contract has expired. The dealer may agree to accept a later delivery in fulfillment of the contract, but this is in reality a new contract.

## THE PATENT WAGON DUMP CLAIM.

The owner of a patent on a swinging deflecting board used in many wagon dumps to divert grain to either of two bins beneath the dump is demanding \$25 to \$50 royalty of elevator men who are using this device without his consent. Those who refuse to settle he threatens to sue. If a member of any of the dealers' associations is sued, the case will no doubt be taken up by the association and carried to the highest court.

If the claimant can establish the validity of the patent, then he is rightfully entitled to damages for the infringement of it, but if it is void, as is claimed by some who have been engaged in the manufacture of dumps for years, then his claim is of no value and cannot be maintained in the courts. An effort is being made to collect evidence in support of the opinion that the device was used prior to the issuance of the letters patent, and any evidence collected will be contributed to the defense of any elevator man sued for damages.

The case is one in which every county elevator owner is directly interested, and each one should promptly contribute all evidence in his possession or obtainable. If the patent is sustained all users of this device, as well as others covered by it, will be liable for damages. The defense of patent suits against regular dealers, being of national importance, will properly fall to the Grain Dealers' National Association, yet in fairness to that organization other associations and elevator owners, not members of any association, should contribute to the expense of conducting the defense.

## FARMERS' CONTRACTS TO DELIVER GRAIN.

We frequently receive complaints of regular country grain dealers to the effect that farmers do not deliver grain as they contract to do, and the dealers suffer loss on account of the farmers' default.

The making of these contracts is generally verbal, and often without witnesses, so the opportunity for disputes is without limit. Then, too, a verbal contract affords many opportunities for misunderstanding. If the two contracting parties are the only witnesses to its making, and either denies its making, it will be next to impossible for the other to enforce it.

In justice to both parties to a contract to sell and buy grain, it should be put in writing; signed by both and a copy retained by each, then there would be no excuse for misunderstanding the terms of the contract, and either can hold the other to it or easily obtain a judgment for damages in a suit at law. When a contract is made in writing, the terms of it are generally explicitly stated and more clearly understood, so the chances for disputes are greatly reduced.

A verbal contract is just as binding on the parties to it as though it were made in writing, but it is very difficult to prove the terms of it in case a dispute arises, hence it is far better to have a written contract. A concise statement of the contract written in the dealer's day book and signed by both parties will do, but a formal contract will be much better. The contract should



state the kind and grade of grain contracted for, the price to be paid, the time to be delivered and the terms of payment therefor.

Some dealers use a formal printed promise to deliver, which they have the farmers agreeing to sell fill in and sign. It is one side to the agreement and by it the farmer promises to deliver so much grain of the kind and grade of sample, within a specified time for a stipulated price. The buyer makes no promise in writing to do anything. These written promises are not contracts, but a sort of one-sided agreement on the part of the farmer without consideration. Such an agreement may serve to hold many farmers to their verbal contracts, but if taken into court would prejudice the court against the dealer and might be refused as evidence. It would be far better and give proof of a disposition to toot fair to make a legal contract. The rights of both in the deal will then be fully protected.

### **PUBLIC AND SEMI-PUBLIC ELEVATORS.**

At one time Chicago, like some other grain centers, had purely public as well as private elevators, but of late years the public elevator men have taken unto themselves one of the privileges of the private elevator men—that of dealing in grain stored in their own elevators. A public elevator man is, as the name implies, one who, for a compensation, furnishes elevator facilities for the owners of grain. He is supposed to act as bailee for the property of others, and in most of the grain centers he is paid well enough for his services to warrant him in giving his entire house to caring for the property entrusted to his keeping. When he applies for a license to operate a public elevator he virtually announces to the public that he proposes to open his elevator for its service and solicits its patronage. If conducting a purely public elevator business is not profitable enough to suit him, he can discontinue keeping a public elevator at any time that suits him.

The grain trade needs purely public elevators and is willing to pay for the service they should render, but it does not want, nor can it afford to have, the public storehouses conducted as private storehouses also. There is no objection to public elevator men buying grain in the country or elsewhere, but there is serious objections to his storing his grain with that of other grain owners who pay him to act as bailee. If he was conducting a private elevator and accepted the grain of other owners for storage, no objection could be raised if he mixed some of his own grain of like grade with theirs, but such action on the part of a public elevator man is contrary and repugnant to the essential ideas of his duties to his patrons.

That part of the constitution of the state of Illinois (Article XIII), relating to public elevators was prompted by an egregious breach of trust on the part of public elevator men several years before its adoption. A reading of it (see page 371 of the April number) will convince any unprejudiced, fair-minded person that it was never intended that public elevator men should be permitted to store grain of their own in their own public houses. For twenty years this meaning of the constitution was generally accepted without contradiction, and last year

Judge Tuley placed the same interpretation upon it, so it is very likely that the Illinois courts would decide the law proposed by Senate Bill 313 unconstitutional should it be passed.

Patrons of public elevators have no objection to the owners of such houses dealing in grain as long as they do not mix it with their own in public houses. If public elevator men want to deal in grain let them provide private houses for storing it. Then will they be above suspicion of any breach of trust in the performance of their duties. In the drafting of their bill they admit there is good ground for this suspicion and provide for assistant inspectors to supervise the storing and care of the grain and "to prevent any fraud upon or discrimination against other depositors of grain in their said warehouses, and to prevent any proprietor, lessee or manager of such warehouse or warehouses from securing to himself, as the owner of grain stored therein, any benefit or advantage over any other depositor of grain stored in such warehouse or warehouses."

One or a dozen assistant inspectors placed in a large terminal elevator could not prevent the manager from handling the grain for his own benefit unless they had complete control of the house and its machinery. If the state is to bear the expense of managing the handling of grain in public elevators it should receive a portion of the profits of the business. But as the bill 313 stands, the members of the grain trade will be burdened with the expense of this inane supervision and that, too, for the sole benefit of the Class A public elevator men of the state who are subject to the state law. Taxation of the entire trade for the benefit of a few cannot be just under any circumstances, and surely it would be inequitable when made for the purpose of permitting a practice that is admitted may prove disadvantageous to patrons of public elevators.

### **ELEVATOR RATES AT BUFFALO BEING REDUCED.**

The building of independent elevators at Buffalo has resulted in another reduction to those who ship via that port. The managers of the Joint Traffic Association have sent out a notice authorizing the railroads of the Association to absorb charges ranging from 20 to 35 cents a ton for the transfer of freight from boats to cars. Grain transferred from vessels to canal boats will not be affected by this reduction, which is due directly to the competition of Erie Canal boats. The elevators of the pool will get enough from the grain transferred from boats to cars so that the combination can well afford to absorb a portion of the extortionate charges.

The insatiable greed of the pool has started the building of so many independent elevators at Buffalo that before long it must erase the "No grain received for transfer," and substitute, "Grain transferred one-quarter of a cent per bushel." The pool now gets seven-eighths of a cent, which is more than lake vessels get sometimes for carrying grain from Chicago to Buffalo.

After the completion of the houses now in course of erection the pool may be able to get one-half of a cent per bushel for a time, but eventually rates for transferring must come down to one-quarter of a cent. If maintained at a half cent, more transfer elevators will be

built, for grain shippers are determined to land their grain at the seaboard without having the entire profit absorbed in transit. New lines of modern canal boats and modern storage elevators for New York harbor are also contemplated by those who are determined that the export grain trade shall not be driven from the lake route.

### **THE MARGIN OF PROFIT BECOMING LESS.**

Competition with the other grain exporting countries of the world has so materially reduced the margin of profit in the export grain business of this country that the shippers have commenced to feel the necessity of practicing small economies in the handling of grain. Hence more improvements are being made in the facilities for handling grain than for some years past. More machinery is being put in to dry, clean and improve grain, and new and cheaper routes to the seaboard are being opened.

Associations for shipping and exporting grain in large quantities are being organized by large dealers at country points, and much grain is now shipped from track buyers in the country direct to the dealer abroad. The long line of middlemen from the farmer to the Atlantic coast, who profited by this export grain trade in days gone by, has been reduced to two—the local and the track buyer, and even these are economizing in order to keep a hold on the export trade.

Those engaged in the domestic trade are also affected by the decline in profits, and many small leakages which were ignored before are now guarded vigilantly. The elevator man, with the modern house and improved machinery, has a great advantage over his competitors with the dirty, old, worn-out elevator and the antiquated machinery which costs so very much to operate. In many places are elevators the operation of which is so expensive that were well-equipped, up-to-date plants put in their places the saving in a few years would pay for the new or remodeled houses. This applies to country elevators as well as large old elevators at terminals.

### **MINNESOTA ELEVATOR MEN AS TAX COLLECTORS.**

Minnesota has a new law which virtually makes tax collectors of elevator men. It provides that the elevator man shall be assessed for all grain in his elevators on the first day of May. This will require considerable work of the elevator men, and that, too, without compensation. It seems somewhat ridiculous that this duty should be required of elevator men without pay, and all other lines of business be permitted to escape being drafted into the service of the state. It is right that all grain should be taxed, but as the assessor and tax collector are paid well for their services it is hardly fair to unload a portion of their duties onto the elevator man without paying him for the work.

The Greco-Turkish war seems to have been almost a complete failure as a bull influence on the prices of American breadstuffs, much to the disappointment of a number of speculators who thought themselves to be very far-sighted.



# EDITORIAL MENTION

Illinois Dealers at Decatur, June 8. Go.

Indiana's grain dealers' association has not yet held its first meeting.

The members of the grain trade should have more and stronger organizations.

A clean bill of lading would be given a joyful greeting by grain shippers and receivers.

Mark your bills of lading "Freight C. O. D.," then you will not be called upon to pay freight that should have been paid by the consignee.

The inspection of barley should be abolished or improved. The grading at present is worthless and not heeded by the trade in any market.

Do not ship damp corn in air-tight cars during rainy weather. The receiver may experience some difficulty in getting it out of the cars.

Farmers who refuse to respect and be bound by their verbal contract to deliver grain within a specified time should be required to sign a written contract.

Who used a swinging deflecting board for diverting grain dumped from a wagon to either of two receiving sinks beneath the dump prior to Nov. 13, 1883?

More grain elevators are being planned and built than for years past, which shows that many dealers expect to do a good business in the immediate future.

The Nebraska Grain Dealers' Association will continue to do business at the old stand despite the unjust discriminating law enacted by the last legislature.

The Government will continue its free distribution of seeds as long as our statesmen insist upon stooping to the level of peanut politicians in order to get little more official pap.

The Grain Dealers' Association of Kansas, which is being heartily supported by the regular dealers of the state, will meet at Wichita, May 18. Every dealer of the state should attend.

Washington's grain inspection department seems to have become somewhat mixed up with politics, or else the state politicians are angry because they cannot get control of the department.

The Export Grain Association, organized by prominent dealers of the West, will have its organization in prime working order before long, and grain will be sent direct from the West to the foreign consumer.

Bucket shops at Topeka, Kan., and Springfield, Mo., have been closed recently, and the successful speculators are watching for the return of the keepers with enough cash to settle their accounts. If the gulls who have so much

money for the sharpers, would give a little of it for a commercial paper they might be able to invest it in a place which would give them some returns.

The Grain Dealers' Association of Kansas is making a vigorous effort to bring the dealers of the state together and to relieve the trade of some of the burdens which retard its progress.

That limit-your-wheat-acreage combine seems to have had a shorter life than any of its ilk. It must be that the promoters did not receive enough expense money from the farmers to satisfy them.

The Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri is flourishing and doing much good work. Its merits as it seems to be receiving the hearty support of every regular dealer of its territory.

Elevator owners are not required to operate their elevators as public storehouses. If they find the legitimate business of honestly caring for the grain of others unprofitable, it is their privilege to stop operating their elevator as a public elevator.

Our supplementary report to the visible supply report is growing, and we hope to add, before long, several other important storage points to those reporting. The official visible supply report should be extended to include the grain in store at these and other points.

Ohio grain dealers should take their annual excursion the last of June this year and make Des Moines their objective point. Meeting with other dealers of the country at the annual convention of the Grain Dealers' National Association would prove profitable as well as enjoyable.

Great Britain is so thoroughly worried by the thought that the other nations of Europe might surround the islands and prevent the landing of breadstuffs that all kinds of wild schemes for establishing national granaries are being circulated and a new paper called "War, Famine and Our Food Supply" is being well received.

The grain buyer for the farmer's elevator at Fertile, Minn., speculated in options and made \$900, which was quickly divided among the stockholders. Later he lost \$1,183 for the company, but made it good. The farmers accepted it, and show a perfect willingness to sanction his continuance in the option trade. It is such narrow selfishness that causes the failure of many of the farmers' elevator companies. They neither merit nor earn success, so cannot expect to attain it.

The American Warehousemen's Association has filed a complaint with the Interstate Commerce Commission against over 150 of the prominent railroads charging them with storing freight for shippers free of charge, in violation of the Interstate Commerce law, and thereby ruining the business of the warehousemen. This is really the worst injustice yet charged to the railroads and should be immediately forwarded to Congress as a horrible example of what these railroads are capable of doing. If the warehousemen will look up the

state laws and the charters of the railroads they will learn that the railroads are required to furnish depot facilities for passengers and freight.

Test your scales frequently. Be sure they weigh correctly. When permitted to go for a long time without inspection they may weigh short, but it is also possible for them to weigh over. Do not think that your scales are always correct, and the rest of the scales are always wrong.

The Western Passenger Association has granted a rate of fare and one-third, on the certificate plan, for those attending the annual meeting of the Illinois Grain Dealers' Association at Decatur, June 8, from points in Illinois. Those attending must secure certificates from the selling ticket agent, showing that they purchased one-way tickets to Decatur at full fare.

Another Illinois grain dealer has applied to the Railroad and Warehouse Commission to require the Illinois Central Railroad Company to put in scales. If track scales are put in as the law provides there will be one more shipper who will wish he hadn't. The grain weighing problem at country stations will never be solved until reliable scales are placed in the country elevators.

A wheat buyers' war, in which each buyer tries to overbid his competitors, has pleased the farmers at several stations in the Northwest during recent months. As is always the case the wheat buyers are much poorer than they were before and nothing was settled by the war. It is wonderful how much money some dealers will waste in a useless attempt to satisfy their jealousy of another dealer.

Several of those modern cheap home-made grain silos erected in England have recently objected to the loads placed upon them, and dropped a portion of the grain into the nearest dock. They are unable to bear the strain put upon them and in this they resemble the country elevators erected by our barn builders. The lateral strain on a grain elevator seems to be ignored entirely by these tyros.

As is announced elsewhere in this number, the Chicago Board of Trade recently adopted the amendment to its rules providing for the delivery of No. 1 Northern and No. 2 Red on contracts, but the amendment will be submitted to a vote of the members again, as the phraseology of that part of it relating to the time it should go into effect was not clear to a few befuddled minds that were disposed to find fault with it.

The representatives of different cities of the South and Southwest who have been holding annual conventions for the purpose of encouraging trade between the South and West, and calling the organization the South and West Grain and Trade Congress, have, in justice to the grain trade, changed the name of the organization to the South and West Commercial Congress. The organization has frequently been credited to the grain trade, although the trade had small representation in the Congress. The name was misleading and the Congress was frequently censured for doing nothing for the trade which it was generally supposed to represent. The



only thing of interest to the grain trade which seems to have been done at the recent meeting in Kansas City was the reading of a paper on Kansas City as a Grain Market.

The ex-Chief Grain Inspector at Chicago and his cashier have been indicted for embezzlement, and one of the department "helpers" has been indicted for perjury. The inspector is charged with embezzling \$11,199. This is in addition to the \$4,500 his books showed to be due, but that he failed to turn over to his successor. Politicians who never went near the inspector's office except to draw their salaries were kept on the payrolls, and the wonder is that the Supervising Inspector could get any of the department to work. With so much stealing going on in the department the trade was exceedingly fortunate, in that the grain inspected was not also confiscated.

According to the report of the Bureau of Statistics breadstuffs exported during the ten months ending April 30 were valued at \$164,735,027, against \$114,348,977 for the same period of the preceding crop year; and the breadstuffs exported in April were valued at \$12,109,643, against \$9,544,438 in April, 1896. The value of exports during the ten months ending April, compared with the same time of 1895-96, were: Barley, \$6,458,794, against \$2,311,156; corn, \$46,250,789, against \$31,843,153; oats, \$6,943,356, against \$1,539,023; rye, \$2,646,980, against \$189,730; wheat, \$52,099,839, against \$32,339,943. The amounts, in bushels, exported in April, compared with April, 1896, were: Barley, 794,698, against 917,748; corn, 18,838,377, against 7,296,638; oats, 2,223,716, against 2,110,691; rye, 467,080, against 66,638; wheat, 2,547,097, against 2,941,587; corn meal, 25,338, against 31,401 barrels; oatmeal, 4,790,895, against 2,840,340 pounds; wheat flour, 828,965, against 1,056,814 barrels.

### SPECIAL CARS FOR DECATUR MEETING.

The annual convention of the Illinois Grain Dealers' Association at Decatur, Tuesday, June 8, will be one of the best meetings ever held by the Association, and the attendance from the northern part of the state promises to be much larger than ever before. For the accommodation of those who will attend from the northern part of the state, the "American Elevator and Grain Trade" will organize a party to go from Chicago on the night of June 7 in special sleeping cars and return in the same cars the following night.

Special rates have been secured for the Grain Trade Party. All desiring to join it should promptly communicate with the "American Elevator and Grain Trade," Chicago.

Apparently public opinion is having a tardy effect on the Buffalo elevator men. The association there has agreed to reduce shoveling charges 15 cents per 1,000 bushels.

The chief grain inspector at Chicago has decided that, where an appeal is taken from an inspection, the Appeal Committee is not to be informed as to the consignor or consignee of the grain.

Mr. W. B. Probasco Monday received returns on six carloads of corn which he shipped to Baltimore on the 2d of February. They have been on the road these nine weeks and no word was received of them until Monday, when the news came that they arrived at Baltimore. A number of cars he shipped to New Orleans at the same time are still out, no news of them having been received.—Pantagraph, Bloomington, Ill., April 17.

## Trade Notes

Mr. T. K. Webster, of The Webster Mfg. Co., sailed May 12 on the steamer St. Louis for Europe. He has gone on a business trip, and will return in about two months.

The Dibert Bros. Mfg. Co. of San Francisco, Cal., while comparatively new to the trade, is said to be making its mark on the Pacific Coast, as is attested by many successful mills and grain cleaning plants of the company's construction.

The Otto Gas Engine Works of Philadelphia, Pa., writes us that our statement in this department of the "American Elevator and Grain Trade" last month to the effect that it had established an agency at 209 South Main Street, St. Louis, Mo., was erroneous.

We have received the Kansas City Metal Roofing & Corrugating Co.'s catalogue No. 7, for 1897, of corrugated iron in all styles. It gives descriptions, prices and illustrations of all kinds of roofing and siding iron, shingles, shutters, etc., and has an index. A novel feature of the catalogue is a purple cover of heavy, tough paper.

We have received from The J. B. Allfree Mfg. Co., Indianapolis, a handsome colored hanger giving a view of an engine room equipped by that company with the Unitary Power and Light System. It shows, incidentally, what a very neat and attractive place an engine room can be with its Economic Dynamo, asbestos covered boiler and self-feeding furnace.

The S. Howes Co. of Silver Creek, N. Y., write us in a recent letter: "Notwithstanding the very poor trade in our line, we are having a very satisfactory business. Our orders so far this year are showing an increase of 15 per cent., and inquiries are very good. We shipped over one hundred machines in April, which shows that the Eureka Works is still doing business at the old stand."

The Todds & Stanley Mill Furnishing Co. and the Todd Pulley & Shafting Works of St. Louis, Mo., have issued their 1897 price list of power transmission machinery and furnishings, this being the sixty-sixth issue. The company publishes separately a catalogue of elevating and flour mill machinery and also an illustrated gear list. The list we have received contains valuable tables of horse power of shafting, belting, etc., and is intended to be kept for reference. A copy will be sent upon application.

We have received announcement of the transfer of the business and good-will of the firm of J. T. Moulton & Son, the pioneers in grain elevator construction, to the Moulton-Starrett Co. The new company has offices at 1807-9-11 Fisher Building, Chicago. Geo. M. Moulton is the President of the company, Theodore Starrett Vice-President and W. C. Engler Secretary. John M. Witherspoon, formerly with The Macdonald Engineering Co. and The Metcalf-Macdonald Co., is also associated with The Moulton-Starrett Co., being the company's superintendent.

The Paine-Elis Grain Drier Co. has been incorporated at Milwaukee, Wis., with a capital stock of \$25,000, for the purpose of manufacturing and selling machinery for drying and treating all kinds of grain. The incorporators are Cassius M. Paine, Chas. M. Morris and John H. Paine. Paine Bros. & Co. have established a plant at Milwaukee, using the machines of the Grain Drier Co. They write us that results have more than met the expectations of all parties interested, and that during the past 30 days the plant has been put to the most severe tests in drying wet and musty wheat, corn and oats, giving results in every case which surprised shippers who consigned damaged grain to them. The operation of the plant has been found to be very economical, the output of a machine occupying a floor space of 8x8x12 feet frequently exceeding 3,000 bushels in 10 working hours. The Paine-Elis Co. solicits consignments in any quantity, from points tributary to Milwaukee, and would be pleased to furnish those interested with the actual results of a large number of cases. It is in a posi-

tion to construct machines with a capacity of 500 to 25,000 bushels per day, and will in every case guarantee the results. At the present time it is erecting a plant in Minneapolis for the North Star Feed & Cereal Co. to dry 7,000 bushels per day, and an additional one in Milwaukee that will handle 10,000 bushels every 10 hours.

The Jeffrey Mfg. Co. of Columbus, Ohio, has issued its 1897 catalogue, descriptive of chains and labor-saving devices. This catalogue is got up in handsome style and is one of the most complete of its kind published. The first part is devoted to illustrations of its labor-saving appliances, as applied to various industries, while the balance of the book is devoted to the illustrating of its various chains, sprocket wheels, cable conveyor fixtures, and general mill and factory supplies. It is a valuable reference book and its price lists are such as will be of interest to all using labor-saving appliances. Copies can be had by addressing the company at Columbus, New York, Philadelphia, Buffalo, Chicago, St. Louis or Denver.

### ILLINOIS DEALERS WILL MEET.

The Illinois Grain Dealers' Association will hold its annual meeting at Decatur, Ill., Tuesday, June 8. Following is a part of the program:

The meeting will be called to order at 10:30 a. m. by President Crocker.

Secretary Tyler will read the minutes of the previous meeting.

President Crocker will make his annual address to members on the work of the Association.

Treasurer Pratt will make his annual report on the condition of the finances.

A committee will be appointed to nominate officers for the ensuing year.

Adjourn to 2 o'clock p. m.

#### AFTERNOON SESSION.

The Association's traveling solicitor will make a report.

Chairman Walker, of the Committee on State Regulation of Weighing at Grain Centers, will report the work of the committee.

Chairman Mowry, of the Committee on Landlord's Lien Law, will report what has been done by the committee.

Other committees will report.

S. K. Marston of Onarga will tell of the early struggles and successes of the Association.

Farmers' Contracts to Deliver Grain by —.

S. H. Greeley of Chicago will read a paper on "Why Grain Values are so Low."

The proposed public elevator law will be discussed.

Report of Nominating Committee on officers for ensuing year.

Miscellaneous business.

Adjourn for supper.

#### EVENING SESSION.

Convene at 8 o'clock.

An explanation of Seeley's patent on wagon dumps will be given.

Samples of Chicago grades will be on exhibition.

The hotels will give reduced rates to all attending the convention.

The railroads will make a rate of a fare and one-third on the certificate plan from points in Illinois for those attending the meeting. When purchasing tickets dealers will ask for certificate from selling agent and upon presenting this certificate at the meeting (if 100 are presented) will be given an order for return ticket at one-third the regular fare. This rate will apply for dealers, their families and friends.

The "American Elevator and Grain Trade" will have special sleeping cars for the round trip for those who attend from the northern part of the state, so all joining the Grain Trade Party will get a good rest each night. A special rate will be made from Chicago to Decatur and return.

According to the report of the Harbormaster of Tacoma, Wash., the exports of breadstuffs from that port during April consisted of 55,252 barrels of flour, valued at \$227,844.



## RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since April 15 has been as follows:

April.	NO. 2 <sup>+</sup> R.W. WHT.		NO. 2 <sup>+</sup> WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 3 <sup>+</sup> BARLEY.		NO. 1 FLAXSEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15	87 1/4	87 3/4	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
16	88	89	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
17	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
18	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
19	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
20	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
21	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
22	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
23	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
24	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
25	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
26	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
27	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
28	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
29	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
30	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
May 1	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
2	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
3	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
4	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
5	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
6	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
7	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
8	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
9	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
10	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
11	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
12	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
13	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32
14	89	90	23 1/2	24 1/4	17 1/4	17 3/4	28	32	28	32	28	32	28	32

\*Holiday. †Free on board, switched and delivered. ‡On track. §Free on board or switched.

During the week ending April 17, Prime Contract Timothy sold at \$2.60@2.65 per cental, Prime Contract Clover Seed at \$7.00@7.50, Hungarian at \$0.60 @0.75, German millet at \$0.65@0.80, buckwheat at \$0.50@0.75 per 100 pounds.

During the week ending April 24, Prime Contract Timothy sold at \$2.65@2.75 per cental, Prime Contract Clover Seed at \$6.75@7.00, Hungarian at \$0.60 @0.75, German millet at \$0.65@0.80, buckwheat at \$0.40@0.50 per 100 pounds.

During the week ending May 1 Prime Contract Timothy sold at \$2.82@3.10, Prime Contract Clover Seed at \$6.75@7.00, Hungarian at \$0.60@0.90, German millet at \$0.65@0.80, buckwheat at \$0.50@0.70 per 100 pounds.

During the week ending May 8 Prime Contract Timothy sold at \$2.90@3.10 per cental, Prime Contract Clover Seed at \$6.75@7.00, Hungarian at \$0.75 @0.90, German millet at \$0.65@0.80, buckwheat at \$0.50@0.70 per 100 pounds.

## RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain and hay at Toledo, Ohio, during the five weeks ending May 1, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	311,818	487,900	586,225	187,400
Corn, bushels.....	917,310	225,700	1,929,157	869,400
Oats, bushels.....	25,000	8,700	5,285	17,700
Barley, bushels.....	11,136	3,700	62,689	4,900
Rye, bushels.....	6,791	46,90	13,751	21,763
Clover Seed, bags.....	4,394	5,143	41,550	53,040

## RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month of April, as compared with the same period of the preceding year, were, according to C. B. Murray, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	299,125	51,208	234,170	30,000
Corn, bushels.....	345,358	277,264	95,380	37,292
Oats, bushels.....	328,353	285,528	144,409	124,243
Barley, bushels.....	56,154	95,730	13,226	195
Rye, bushels.....	55,188	20,842	13,477	4,397
Clover Seed, bags.....	1,706	2,971	2,623	3,224
Timothy Seed, bags.....	2,201	2,861	1,873	3,276
Other grass seeds, bags.....	3,717	9,757	3,972	8,201
Hay, tons.....	9,369	5,756	5,262	1,777
Flour, barrels.....	171,761	103,609	137,431	72,609
Malt, bushels.....	64,553	61,271	38,851	53,487

Grain risks in Manitoba for years past have caused demoralization in rates, to the disadvantage of all the underwriters. A better understanding has been established at Winnipeg, among the general agents, who will find there is more money in peace than in war.—Insurance and Finance Chronicle.

## RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of April, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	32,400	110,400	18,400	78,600
Corn, bushels.....	1,196,320	1,552,050	137,400	406,750
Oats, bushels.....	630,450	1,015,500	513,700	972,650
Barley, bushels.....	58,800	137,200	35,000	87,500
Rye, bushels.....	9,000	11,450	1,200	3,600
Mill Feed, tons.....	45,000	60,000	30,000	45,000
Seeds, pounds.....	30,000	105,000	54,700	2,134
Broom Corn, pounds.....	2,130	3,510	560	2,134
Flour, barrels.....	30,150	24,150	29,400	26,700
Spirits and Liquors, bbls.....				
Syrup and Glucose, bbls.....				

## RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the month of April, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	528,692	615,105	45,900	254,485
Corn, bushels.....	33,800	170,300	2,800	7,150
Oats, bushels.....	418,000	450,000	905,552	979,700
Barley, bushels.....	377,600	299,910	421,500	275,120
Rye, bushels.....	54,000	56,870	105,200	32,200
Grass seed, pounds, clo.....	187,965	603,270	370,250	590,970
Grass seeds, pounds, tim.....	154,340	248,290	248,030	19,590
Flaxseed, bushels.....	4,055	13,150	3,480	6,960
Hay, tons.....	900	1,287	71	547
Flour, barrels.....	184,350	372,400	268,740	535,633

## RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the month of April, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	4,282,970	3,789,500	768,130	607,000
Corn, bushels.....	88,050	94,140	19,470	49,150
Oats, bushels.....	527,960	394,580	295,220	332,280
Barley, bushels.....	49,580	32,490	68,670	71,820
Rye, bushels.....	81,380	11,740	36,280	14,190
Grass Seed, pounds.....	290,510	95,220	94,530	122,380
Flaxseed, bushels.....	1,414	1,241	14	30
Hay, tons.....	6,995	15,758	1,113,472	970,829

## RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the month of April, as compared with the same period of the preceding year, were, according to Frank E. Wyman, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	2,577,400	2,503,500	1,740,626	2,493,263
Corn, bushels.....	1,920	6,018		1,241
Oats, bushels.....	49,171	117,283	399,874	908,538
Barley, bushels.....	109,302	286,318	839,086	102,910
Rye, bushels.....	55,833	31,698	342,437	556
Grass seed, pounds.....	474,714	128,519	241,335	191,016
Flaxseed, bushels.....	133,665	174,100	159,050	283,295
Flour production Duluth and Superior.....	101,215	167,825		

## RECEIPTS AND SHIPMENTS AT KANSAS CITY.

The receipts and shipments of grain and hay at Kansas City, Mo., during the month of April, as compared with the same period of the preceding year, were, according to E. D. Bigelow, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, cars.....	406	349	329	
Corn, cars.....	1,934	573	1,708	
Oats, cars.....	211	155	130	
Barley, cars.....				
Rye, cars.....	8	11	3	
Flaxseed, cars.....	21	4		
Hay, cars.....	837	901	567	
Flour, cars.....			150	
Bran, cars.....				

## RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during April, 1897 and 1896, of seeds, hay and broom corn:

Receipts.	Timothy lbs.	Clover lbs.	Other Grass Seeds, lbs.	Flax-seed, bu.	Broom Corn, lbs.	Hay, tons.
1897.....	2,822,559	1,209,197	652,025	162,645	146,740	14,284
1896.....	3,847,228	1,179,849	1,538,639	325,109	970,610	24,272
Shipments.....	5,692,042	1,570,732	3,487,014	414,218	529,477	1,524
1896.....	8,762,246	732,150	2,907,490	218,187	1,236,941	15,206

## RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of April, as compared with the same period of the preceding year, were, according to George H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	213,136	354,640	356,398	362,486
Corn, bushels.....	1,324,724	1,103,920	2,347,322	1,404,165
Oats, bushels.....	624,948	677,838	236,850	343,816
Barley, bushels.....	40,506	96,000	8,870	3,225
Rye, bushels.....	36,916	30,680	49,010	25,010
Hay, tons.....	14,611	17,738	5,006	18,275
Flour, barrels.....	87,820	83,565	92,101	127,387

## RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month of April, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, centals.....	231,159	559,412	195,158	540,880
Corn, ".....	17,145	26,576	4,973	4,424
Oats, ".....	13,035	35,398	2,389	1,694
Barley, ".....	211,371	212,625	125,111	172,766



## INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector E. J. Noble, the grain received at Chicago during the month of April, 1897, was graded as follows:

Railroad.	WINTER WHEAT.									
	White.					Hard.				
	2	3	4	1	2	3	1	2	3	4
C. B. & Q.										
C. R. I. & P.	1									
Chicago & Alton.										
Illinois Central.										
Freeport Div., I. C.										
Galena Div., C. & N. W.										
Wis. Div., C. & N. W.	1	2								
Wabash.										
C. & E. I.										
C. M. & St. P.	2	1								
Wisconsin Central.										
Chicago & Great West.										
A. T. & S. Fe.										
E. J. & E.										
Through and special.										
Total each grade.	1	5	1							
Total winter wheat.	1	5	1							

Railroad.	SPRING WHEAT.									
	Colorado.					Northern.				
	2	3	4	1	2	3	4	1	2	3
C. B. & Q.										
C. R. I. & P.										
Chicago & Alton.										
Illinois Central.										
Freeport Div., I. C.										
Galena Div., C. & N. W.										
Wis. Div., C. & N. W.										
Wabash.										
C. & E. I.										
C. M. & St. P.										
Wisconsin Central.										
Chicago & Great West.										
A. T. & S. Fe.										
E. J. & E.										
Through and special.										
Total each grade.										
Total spring wheat.										

Railroad.	CORN.									
	Yellow.					White.				
	2	3	4	1	2	3	4	1	2	3
C. B. & Q.	116	127	9	9	90	136	83			
C. R. I. & P.	15	60	5	3	31	277	55			
Chicago & Alton.	77	90	14	32	42	81	14			
Illinois Central.	104	151	49	71	26	88	40			
Freeport Div., I. C.	1	3			3	3	4			
Galena Div., C. & N. W.	16	6	2		12	3	26			
Wis. Div., C. & N. W.	1	1								
Wabash.	53	22	22	11	30	13	2			
C. & E. I.	8	110		30	2	127	20			
C. M. & St. P.		2			3	30	115			
Wisconsin Central.										
Chicago & Great West.										
A. T. & S. Fe.	43	62	11	7	68	25	4			
E. J. & E.					267	16	71			
Through and special.	6	172	1	8	3	45	5			
Total each grade.	440	809	113	175	702	825	445			
Total corn.										

Railroad.	OATS AND RYE.									
	OATS.					RYE.				
	White.					No Grade.				
C. B. & Q.	14	180	15	241						
C. R. I. & P.	4	76		309						
Chicago & Alton.	3	7		237						
Illinois Central.	4	17	55	781						
Freeport Div., I. C.	17	70	3	34						
Galena Div., C. & N. W.	16	180	9	206						
Wis. Div., C. & N. W.	41	152		14						
Wabash.	6	3	3	255						
C. & E. I.	2	33	10	206						
C. M. & St. P.	101	535	18	160						
Wisconsin Central.										
Chicago & Great West.	1	87	10	25						
A. T. & S. Fe.	2	18	28	127						
E. J. & E.										
Through and special.	20	32	15	46						
Total each grade.	231	1379	166	2696						
Total oats and rye.										

Railroad.	BARLEY.									
	White.					No Grade.				
	2	3	4	1	2	3	4	1	2	3
C. B. & Q.										
C. R. I. & P.										
Chicago & Alton.										
Illinois Central.										
Freeport Div., I. C.										
Galena Div., C. & N. W.										
Wis. Div., C. & N. W.										
Wabash.										
C. & E. I.										
C. M. & St. P.										
Wisconsin Central.										
Chicago & Great West.										
A. T. & S. Fe.										
E. J. & E.										
Through and special.										
Total each grade.										
Total barley.										
Total grain, cars.										

## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, May 8, 1897, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany		15,000	50,000		
Baltimore	335,000	1,301,000	84,000	113,000	
Boston	286,000	765,000	204,000	1,000	
Buffalo	779,000	57,000	383,000	135,000	611,000
do. afloat.					
Chicago	7,750,000	7,022,000	4,426,000	993,000	57,000
do. afloat.					
Cincinnati	1,000	2,000	10,000	1,000	4,000
Detroit	90,000	8,000	3,000	42,000	
Duluth	4,770,000	23,000	1,102,000	453,000	234,000
do. afloat.					
Indianapolis	37,000	85,000			
Kansas City	196,000	184,000	177,000	6,000	
Milwaukee	286,000	3,000	9,000	437,000	71,000
do. afloat.					
Minneapolis	12,881,000	65,000	680,000	32,000	2,000
Montreal	544,000	18,000	886,000	60,000	37,000
New York	492,000	2,981,000	1,029,000	268,000	163,000
do. afloat.					
Oswego	85,000	38,000			22,000
Peoria	2,000	16,000	50,000	2,000	
Philadelphia	119,000	608,000	51,000		
St. Louis	292,000	319,000	24,000	13,000	
do. afloat.					
Toledo	932,000	457,000	22,000	71,000	
do. afloat.					
Toronto	117,000	59,000	36,000	34,000	44,000
On Canals	96,000				
On Lakes	1,802,000	833,000	1,608,000	492,000	284,000
On Miss. River		133,000	18,000		
Total	31,862,000	15,061,000	10,895,000	3,153,000	1,589,000
Corresponding date 1896.	54,000,000	10,377,000	7,852,000	1,555,000	1,112,000

## GRAIN IN STORE AT OTHER POINTS.

In addition to the above there was in store, at the points named below, on the tenth day of the month, the following grain:

	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
May 10, 1897.	201,086	908,585	621,118	7,259	67,795
May 10, 1896.					

The grain included in foregoing table was stored at the following points:

Erie, Pa., 69,000 bushels of wheat; 44,400 bushels of corn; 28,000 bushels of flaxseed. Reported by D. Benson, Secretary Board of Trade.

Newport News, Va., 276,815 bushels corn; 6,760 bushels oats; 67,795 bushels barley. Reported by W. S. Upshur, agent Chesapeake & Ohio Grain Elevator Co.

Ogdensburg, N. Y., 530,000 bushels corn; 80,000 bushels oats. Reported by J. G. Westbrook of the Ogdensburg Terminal Co.

Richmond, Va., 8,039 bushels wheat; 1,164 bushels corn; 2,219 bushels oats. Reported by F. E. Swain, agent in charge of Richmond Elevator.

Cleveland, Ohio, 115,000 bushels wheat; 2,500 bushels corn; 86,000 bushels oats. Reported by F. A. Scott, Assistant Secretary Cleveland Chamber of Commerce.

Omaha, Neb., 2,000 bushels wheat; 53,706 bushels corn; 121,929 bushels oats; 7,259 bushels rye. Reported by A. B. Jaquith of Omaha Elevator Co.

Galveston, Tex., 7,947 bushels wheat; 324,210 bushels corn. Reported by J. J. Davis, Assistant Secretary Galveston Wharf Co.

## EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending May 8, as compared with same weeks last year, have been as follows:

Articles.	For week ending May 8.		For week ending May 1.	
	1897.	1896.	1897.	1896.
Wheat, bushels.	531,000	452,000	611,000	429,000
Corn, bushels.	3,000,000	1,630,000	3,330,000	1,964,000
Oats, bushels.	1,237,000	747,000	585,000	553,000
Rye, bushels.	280,000	84,000	98,000	44,000
Flour, barrels.	231,500	199,400	186,400	199,800

## RECEIPTS AND SHIPMENTS AT NEW ORLEANS.

The receipts and shipments of grain, etc., at New Orleans, La., during the month of April, as compared with the same period of the preceding year, were, according to Hy. H. Smith, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.	10,179	61,330	15,179	120,189
Corn, bushels.	1,931,913	1,456,897	2,404,713	2,268,186
Oats, bushels.	91,500	143,744	138,000	8,776
Rough Rice, sacks.				
Clean Rice, barrels.				
Flour, barrels.				

## Late Patents

Issued on April 13, 1897.

Explosive Engine.—Geo. H. Ellis and John F. Stewart, Chicago, Ill. No. 580,387. Serial No. 573-312. Filed Dec. 26, 1895.

Gas Engine.—Hubert C. Baker, Hartford, Conn. No. 580,444. Serial No. 598,579. Filed July 9, 1896.

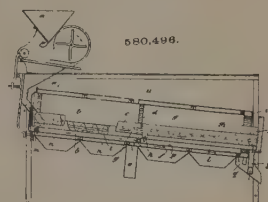
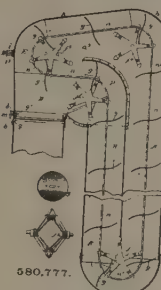
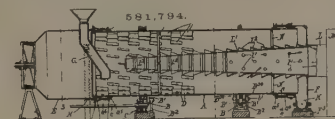
Motor Engine.—Francis G. Bates and Frank H. Bates, Philadelphia, Pa. No. 580,445. Serial No. 615,762. Filed Dec. 15, 1896.

Petroleum Engine.—Dixon Best, Peterborough, Canada. No. 580,446. Serial No. 585,758. Filed April 1, 1896.

Grain Sifting Machine.—Wilhelm Kruger, Kalk, near Cologne, Germany. No. 580,496. Serial No. 572,311. Filed Dec. 16, 1895. See cut.

Broom Corn Cleaner.—Frederick W. Reese, Paris, Ill. No. 580,673. Serial No. 583,379. Filed March 16, 1896.

Elevator.—Henry P. Dennis, Peoria, Ill., assignor of two-thirds to John H. Ellis and Albertus D. Pot-



ter, same place. No. 580



# CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

**REPORTS WANTED.**—Send crop reports to this journal on the 10th of each month.

**ILLINOIS,** Griggsville, Pike Co., April 30.—There will not be over 10 per cent. of an average crop of wheat raised here, not near enough for seed. W. H. STONE.

**NORTH CAROLINA,** Rutherford, Rutherford Co., May 11.—Wheat is looking excellent so far. We anticipate a good crop. There is no old wheat in the country to be bought. I. S. ROLAND & CO.

**OHIO,** Paris, Stark Co., May 3.—The wheat about Paris looks fair. If we are not troubled with Hessian flies we will get a pretty good crop. We are paying 80 cents for good wheat. OTTO G. BROWN.

**TENNESSE,** Loudon, Loudon Co., May 12.—The present prospect is for an average crop of both wheat and oats in this section. There is no wheat or oats in store or in hands of farmers at this time. The acreage of wheat is about as large as usual. HORNE & GOANS.

**ILLINOIS,** Morrisonville, Christian Co., May 7.—Wheat is almost a total failure. There are very few patches that can be called fair. This will be the third crop that has failed. Two years ago chinch bugs destroyed it, last year the crop was allowed to spoil in the shock. The farmers had plenty of time to sow their wheat last year. R. E. WARDHAUGH.

**OHIO,** Camden, Preble Co., May 11.—About an average acreage has been sown to wheat. The prospects are fine. There was a smaller acreage of oats sown; they are looking fairly well. Corn planting is being delayed by wet weather, but with favorable weather from now on there will be an average crop planted. Clover and all other grasses are looking fine. There is about 5 per cent. of old wheat in farmers' hands, 50 per cent. of old corn and 20 per cent. of oats. H. H. PAYNE.

**MISSOURI CROPS.**—J. R. Rippey, Secretary of the State Board of Agriculture, reports as follows for May: Wheat—Acreage that will be plowed up, 31 per cent.; condition of remaining acreage, 62. Oats—Acreage compared with 1896, 91; condition of ground for seeding, 79. Corn—Condition of what is planted, 86; compared with May 1, 1896, 51; estimated acreage compared with 1896, 101. Grass—Condition of meadows, 96; condition of clover, 88; condition of pasturage, 92; Flax—Acreage compared with 1896, 95.

**OHIO,** Celina, Mercer Co., May 11.—The acreage of wheat at present is about 70 per cent. of 1896. Much of it has been plowed up, and what remains is mostly in bad condition. It looks as though about one-third of it will not more than return the seed. Some pieces of early sown wheat look very good, but comparatively a very small percentage of this. The stock in store in this section is not more than 10,000 bushels, and there is very little in farmers' hands that will reach the elevators. WM. DICKMAN & SON.

**MANITOBA.**—According to reports of seeding operations in the principal grain growing districts of Manitoba and the Territories May 1, the season opened very favorably. In Portage la Prairie there will be about 10 per cent. increase in acreage; in Brandon one-fifth to one-fourth increase; Virden, an increase; Carberry, about the same acreage as last year; Moosomin, same acreage; Glenboro, large increase; Souris, an increase; Manitou, 15 per cent. increase. In most districts seeding was about finished May 1, in most cases with an increased acreage.

**INDIANA,** Crawfordsville, Montgomery Co., May 11.—Our opinion regarding the growing crop in this vicinity is as follows: The acreage is about 75 per cent. of an average, but we estimate the condition of the crop at about 60 per cent.; but of course it is difficult to make anything like a correct guess on wheat at this time of the year. If conditions remain favorable to the growing crop we may have the 60 per cent. above estimated, otherwise it may fall below. Our estimates are rather above than below the real state of the growing crop. CRABBS & REYNOLDS.

**ILLINOIS.**—The Illinois Department of Agriculture's May crop bulletin, based on reports received from its correspondents May 1, shows that in the northern grand division of the state 68 per cent. of the area seeded has been destroyed by winter-killing, and less than 20,000 acres remain standing for harvest. In the central division, which embraces most of the wheat belt, more than 80 per cent. was winter-killed, leaving less than 150,000 acres standing for harvest. In the southern division almost 40 per cent. of the crop, or 36,000 acres, remains for harvest. A growing crop so uneven as

the wheat crop this season makes it almost impossible to establish the true condition. It is enough to say that it is possibly the worst ever known in the state within less than a month of harvest time. The growing rye crop has suffered less than wheat, and there will be about 100,000 acres harvested. The average condition is about 80 per cent. for this season of the year.

**VIRGINIA,** Lowesville, Amherst Co., May 7.—The wheat crop of this section looks well. Farmers are predicting an invasion by chinch bugs; the crop was very nearly destroyed by them last year. However, I am in hope they will postpone their visit this time. There is no wheat in farmers' hands now, and the mills have nearly all shut down until after harvest. J. S. HENKEL.

**TEXAS,** Dallas, Dallas Co., May 10.—The acreage of corn is somewhat under an average and the stand is poor. The plant looks very well. There is an average acreage of wheat, and the crop is in exceptionally fine condition. An early and bountiful yield is almost assured. An average acreage of oats was planted. The present prospects are favorable for a fine yield, but continued wet weather would be disastrous. As for stocks in store, there is practically no wheat and corn. There is an ample stock of oats for local needs and some to spare. ALEXANDER & MOSS.

**KENTUCKY,** Carrsville, Livingston Co., May 11.—Wheat is looking fine in most places. While it is thin on the ground, it has a fine color, and if nothing goes wrong until harvest the quality will be good, and there will be a better yield than last year. Four years out of the five I have been here the wheat has been of very poor quality—light, chaffy and soft; in fact, no good for milling. The only fear we have for this crop is the chinch bugs. Some of the farmers say the woods are full of them, as well as the fields, but they have not yet injured the wheat to any extent. E. B. GWARTRY.

**MICHIGAN,** Dryden, Lapeer Co., May 11.—The acreage of wheat in this district is about 80 per cent. of an average; the condition is not more than 50 per cent. of an average. We never saw it look worse on the ground at this time of year. More of it would be plowed up if it were not for the clover seeding. Stocks in farmers' hands are not enough for home consumption. There is no wheat in elevators in this county that we know of. We ship annually 80 to 100 cars of wheat, besides what our flouring mill uses, and it does not look very encouraging for us this year. GEO. R. LAMB & CO.

**INDIANA CROPS.**—Indianapolis, May 8. State Staistician Conner has received reports from all parts of the state in regard to the condition of winter wheat, and reaches the conclusion that the crop will not exceed 45 or 50 per cent. of normal years. The condition of the growing grain has advanced greatly in the last month, but the acreage has been so diminished by plowing up fields in which the growth was killed or badly damaged by frost that the product will be far below the average, even with steady improvement from this time till harvest. Oat and corn planting has been much delayed in all sections by wet weather.

**ARKANSAS,** Pine Bluff, Jefferson Co., May 10.—The acreage of corn and oats in this section is about the same as usual, and the conditions of the growing crops are good. Stocks in store and in farmers' hands amount to very little or nothing, as last season was a failure in this section of the country. This is a cotton country, and very little grain is grown, though a great many farmers raise enough for their own use during some years. The condition of cotton at present is not favorable on account of so much rain and cool nights. Not only the cool nights have injured the crops, but it has made a picnic for the cutworms, therefore it is a very poor stand. L. FOWLER.

**TEXAS,** Denton, Denton Co., May 11.—The acreage in wheat in this county and adjacent territory is slightly greater than two years ago, and perceptibly greater than last year. The condition of the growing crop was never better here. The present prospect indicates the largest yield for ten years. Harvesting will begin within ten or fifteen days. No stocks of old wheat in country, entirely exhausted. Oat acreage about an average, and prospect fairly good. Corn acreage about as last year, but prospect not so good, and the heavy rains caused a great deal of reseeded, which results in poor stand and makes crop from two to three weeks late. Altogether, our outlook just now is more than an average at this date. ALLIANCE MILLING CO.

**IOWA,** Audubon, Audubon Co., May 12.—The wheat acreage is increased 25 per cent.; oats about the same as last year; a small increase in barley acreage; decrease of 10 per cent. in corn acreage. Considerable land was seeded to clover and timothy this spring. The growing crops look well. Corn planting is about one-fourth done. The ground is in fair condition and farmers are all busy. With good weather planting will be finished by the 20th. There is not as much grain in dealers' hands as

usual; stocks of crib corn small and of oats very small in both dealers' and farmers' hands. Farmers have more corn in this part of the country than they ever had before; but a large part of it is poor, and a great deal of it will not be marketed on account of its poor quality. W. BURNSIDE.

**WISCONSIN,** Alma, Buffalo Co., May 11.—Fall wheat is winter-killed. Spring wheat is sown and about 50 per cent. of the acreage is coming up nicely. A full acreage of barley has been sown, and is a promising crop. The acreage of oats sown is 125 per cent. of an average. It is all out of the ground and looks well. About 5 per cent. of last year's wheat crop is on hand, enough to supply the home demand; barley on hand, 30 per cent.; oats, a full crop. What fall wheat fields are not re-sown will be plowed up for corn, the acreage of which will be increased about 25 per cent. WM. HEISE.

**KENTUCKY.**—Commissioner of Agriculture Lucas Moore, in the crop report for May, says: The report for this month is made up from replies received from 139 correspondents representing 91 counties; 28 counties failed to report this month, a discouraging increase in the number of delinquents. **WHEAT.**—The condition of the wheat crop on May 1 averages 95, which is an improvement of one point during the month of April. The condition on May 1, 1896, was 74. The heavy rainfall has caused the plant to turn yellow in some cases, especially where the drainage is imperfect. Chinch bug is reported in the wheat in Mason and Livingston counties, but no appreciable damage has resulted thus far. Livingston County reports Hessian fly doing some damage. The lowest condition exists in the western portion of the state. The counties reporting a condition above 100 are, without exception, located in the central or eastern section. **OATS.**—The condition of the oat crop compared with an average year is 75. The close of April barely found the crop sown, and the condition, therefore, is not very apparent. To insure even a fair crop the rainfall, from this until the maturity of the crop, must be above the normal for that season. **CORN.**—Probably a smaller per cent. of the corn crop was planted prior to May 1 than ever before. The one week of favorable weather at the close of April was made use of to the fullest extent and farmers were beginning to experience a feeling of relief when the rain of April 29 and 30 put a stop to further farm work. The acreage for 1897 is estimated at 85 per cent. of acreage of 1896, which would make the number of acres that will be planted this year 2,102,322, based on the number of acres reported by assessors in 1896. The per cent. of 1896 crop still in farmers' hands is estimated at 25. Corn is scarce in many localities and the price has materially advanced. **TOBACCO.**—The condition of plant beds averages 70. A short acreage is still indicated by reports, but there is a possibility that the expected shortage will stimulate production until an average acreage will be planted. The condition of clover is 88 and for pastures the condition is 90. The bountiful rainfall has been very favorable to clover and other grass seed sown this spring and the result is the most perfect stand obtained in years.

**GOVERNMENT CROP REPORT.**—Washington, D. C., May 10, 1897.—The May returns of the Department of Agriculture show a decline from the April condition of 1.2 points; 80.2, against 81.4 last month, and 82.7 May 1, 1896. The averages of the principal winter wheat states are: Ohio, 82; Michigan, 81; Indiana, 61; Illinois, 37; Missouri, 54; Kansas, 78; California, 97; Pennsylvania, 96. The averages in the Southern states are high, ranging from 85 in Mississippi to 98 in Texas, and in the minor states, New Jersey, Delaware, Maryland and Virginia, from 98 in New Jersey to 102 in Maryland. As reported in April the worst injuries from freezing and deficient snow are in Illinois, though the bordering states, Indiana, Wisconsin, Iowa and Missouri, report severe winter injury, and states bordering these, Ohio, Michigan, Nebraska and Kansas, show reduced condition figures. Over the country elsewhere the condition is unusually good, being practically normal east of the Alleghanies, and quite high also on the Pacific slope. **RYE.**—Winter rye has lost nearly one point since last month, its average for May being 88 per cent., against 88.9 for the same date in April. The percentage of New York is 97; Pennsylvania, 93; Michigan, 90; Illinois, 70; Wisconsin, 74; Minnesota, 91; Iowa, 83; Kansas, 90; Nebraska, 93; California, 98. **BARLEY.**—The average condition of winter barley is 96.4 per cent., against 89.2 in 1896, and 94 in 1895. The lowest conditions are in Indiana, Illinois and Michigan, and the highest in Oregon, California and Iowa, the latter state showing 100, or a full crop condition. The average condition of spring pasture is 93.4, against 93.2 a year ago; and that of meadows 93.4, against 91.8 in 1896; the wet spring having been favorable, particularly in the regions of deficient rainfall. The percentage of spring plowing finished May 1 is 61.9, the usual percentage being 78. Only the extreme Northern and Southern states showing the customary proportion. Everywhere else delay resulted from the late season and heavy rains. Reports from Europe are generally favorable as to the condition of crops,



but in France there is a reduced area under wheat and the crop is expected to fall short of last year's at least 16,000,000 bushels. In part of Prussia the spring sowings have been retarded by rain. The Viceroy of India telegraphs that there will be no wheat for export from that country this year.

**MICHIGAN.**—Washington Gardner, Secretary of State, in his crop report issued May 7, says: April was a cool, wet month. The mean weekly temperature of the state during the month was from two to nearly four degrees below the normal, and the rainfall after the 10th in excess of the normal. The last week of the month the rainfall was excessive, almost drowning out wheat on low, flat and undrained fields. The eastern portion of the central section seems to have suffered most. The reports were made on Saturday, May 1, before the rains had ceased. The average condition of wheat is as follows: Southern counties, 84; central, 74; northern, 87, and state, 82 per cent., comparison being with vitality and growth of average years. The average for the state in 1896 was 92, 80 in 1895, and 90 in 1894. The condition in the southern counties is seven per cent. lower than one year ago. Very little wheat will be plowed up in the southern and northern counties because winter-killed or otherwise destroyed. The proportion in the central counties is reported at 11 per cent. Correspondents in their notes comment extensively on the outlook, but these notes are not quoted, as the percentages given fairly indicate their views. The amount of wheat reported marketed by farmers in April is 829,458 bushels, as compared with 468,634 bushels in April, 1896, and 810,226 bushels in April, 1895, and the amount in the nine months, August-April, is 8,364,329 bushels, as compared with 7,781,870 bushels in the same months last year, and 9,670,541 bushels in 1895. The wet weather has been favorable for grass and the area that will be plowed up because winter-killed or otherwise destroyed is estimated at only 7 per cent. of the total area in the state. In May, 1896, the percentage was 26. The average condition in the southern counties is 90; central, 86; northern, 87, and state, 89.

**OHIO.**—The official report of the Ohio Department of Agriculture on the condition of crops, May 1, 1897, represents the estimated condition of crops as reported by the regular township crop correspondents of the department, the reports as received from the townships being averaged for each county and finally for the state: Wheat—Condition compared with an average, 81 per cent. Barley—Condition compared with an average, 84 per cent. Rye—Condition compared with an average, 87 per cent. Oats—Area sown last year, 989,435 acres; area sown this year compared with 1896, 89 per cent.; total estimated area for 1897, 878,270 acres; condition compared with an average, 80 per cent. Wheat—Drilled, 93 per cent.; condition of drilled, 84 per cent.; sown broadcast, 7 per cent.; condition of broadcast, 69 per cent.; damage by Hessian fly, 4 per cent.; damage by other insects, 1 per cent. Clover—Average date of sowing, March 20; acreage compared with last year, 94 per cent. The percentage condition of wheat for the state, calculated from hundreds of returns from the townships in the state, shows a decline of four points since the estimate made for April 1. This decline is undoubtedly due to the cold weather and the freezes during the month of April. The plant was not killed to any great extent by the freezes in April, but growth was retarded and the strength and vigor it would have acquired under entirely favorable weather during the month was not attained. The set-back is not so severe but that conditions may be improved as the season advances, but it is not likely that the crop can make a full average one. As stated in the last monthly report, the lowest wheat condition is shown in the northwest counties of the state. The acreage of oats is considerably short of the very large area sown last year. The figures show 11 per cent. less than last year, but as against an average area for oats there is a shortage of only about 7 or 8 per cent. Owing to continued wet weather, farmers were unable to seed some fields intended for oats and which will not be put to corn or other crops.

## RICE IMPORTS AND EXPORTS.

The last report of the Bureau of Statistics gave the importation of rice during the nine months ending March 31, as 118,718,817 pounds, valued at \$2,091,774, against 115,114,457 pounds, valued at \$1,719,597, imported in the same time of 1895-96. The amounts imported during March, as compared with March, 1896, were: Dutiable rice, 9,815,686 against 13,231,845 pounds; rice free of duty, 390,000 against 770,000 pounds; rice flour, meal, etc., 6,635,623 against 5,362,246 pounds.

Of imported rice we exported 8,356,413 pounds, valued at \$135,458, in the nine months ending March, against 10,448,543 pounds, valued at \$154,993, in the same time of 1895-96. Exports during March, compared with March, 1896, were: Dutiable rice, 1,320,220 against 717,306 pounds; free rice, 6,575 pounds against none in March, 1896.

## Court Decisions

### Demanding Prepayment of Freight Charges.

In a recent decision the Appellate Court of Indiana holds, that a railroad company which receives freight for transmission beyond its line without demanding prepayment of charges, cannot claim such charges until it has carried such freight to the end of its line, and is ready to deliver it to the connecting carrier; and the refusal of the consignee to receive the goods or pay the charges at any other point does not entitle the company to charge demurrage.—Grand Rapids & Indiana R. Co. vs. Diether, 37 N. E. Rep., 89.

### Measure of Damages for Neglect to Furnish Cars.

Certain parties leased a coal mine, agreeing to deliver to the lessor a certain number of cars of coal each week, at a specified rate, f. o. b. cars at the mine, unless prevented by strikes or circumstances beyond their control. When they took possession they notified the lessor's agent that they were ready to deliver coal as soon as the cars were furnished, and were informed by him that he would see that the necessary cars were furnished. The court held (Consolidated Coal Company vs. Schneider, 45 Northeastern Reporter, 126; Supreme Court of Illinois) that this agreement rendered the lessor liable for breach of contract, and the measure of damages was the loss of profits ensuing from a failure to furnish the cars. That the lessor could not recoup damages sustained by reason of the lessee not furnishing coal during a time of strike, which was general among the miners.

### Arbitration of Differences with Insurance Companies.

It is well settled that any contract which would take away the jurisdiction of the court, by providing for leaving all of the matters involved in any controversy that might arise between insurer and insured to arbitration is void as against public policy. Still it is perhaps equally well settled that an agreement in a policy of insurance to submit to arbitrators the single question of the amount of loss by fire sustained by the person insured is valid. If either party acts in bad faith, in order to defeat the real object of the arbitration, the Supreme Court of North Carolina holds (Brady vs. New York Bowery Fire Ins. Co., 20 S. E. 477) the other is absolved from duty in regard to it, and from any obligation to enter into any new agreement for arbitration. This may be accomplished by the insurance company or its arbitrator, through unreasonable conduct and demands, indefinitely delaying any adjudication.

### Carrier—Consignment—Delivery.

The Supreme Court of Georgia held, in the recent case of the Columbus Southern Railway Company vs. Woolfolk et al., that where commodities, such as watermelons, are shipped in full carloads by railroad from one city to another, the freight is due, in the absence of an express contract fixing a different time, when the cars reach the usual place of storing such car in the city of destination, and the consignee is notified of their arrival and of the company's readiness to deliver; that this is so, although it may be necessary, before actual delivery can be made, to switch them out and place them upon particular tracks of the company designated as "team" tracks; that the consignee has no right to postpone the payment of freight until they are placed on those tracks, though he can insist, after paying freight, that they be placed there immediately, or as soon as it can be done with full diligence in the ordinary course of business, and that where the consignee is in no default in failing to pay the freight, and there is no tender of delivery without payment, he is under no duty to sell the melons while they are in the possession of the carrier.

### Elevator Company Responsible for Acts of Agents.

The Supreme Court of North Dakota on April 29 decided that where a farmer deposits mortgaged grain with an elevator company for storage, that demand of the mortgagee made to the agent of the elevator company is sufficient as against the elevator company. The case in point was that of the receivers of the W. A. Wood Harvester Company, plaintiffs, and respondents, versus the Cargill Elevator Company, defendants and appellants, appealed from Cass County. After reciting the facts in the case the court said: "As a rule, these non-resident corporate bodies do all their business with the people of this state through agents in charge of local elevators, situated, usually at railroad stations. Such agents are something more and different from a mere servant, who may be temporarily in custody of property belonging to his principal. The agent in charge of an elevator must, in view of the responsible trust devolving upon him, be a man of intelligence and fair business judgment. Such a man, upon a demand being made

upon him by a stranger, for grain in an elevator in his charge, would immediately communicate with his non-resident principal and thereby afford them an opportunity to investigate the case and give the agent final instruction in the premises."

The decision of the lower court is affirmed.

## PERSONAL

Mr. Frank L. Suffern and Miss Ella L. Battles of Decatur, Ill., were married on May 3.

James B. Jones, formerly deputy warden of the Nebraska penitentiary, has been appointed Chief Grain Inspector of Nebraska.

J. T. Stewart has left farming and has taken charge of the elevator at Kenney, Ill., which was recently purchased of George Smith.

Grey Fair, formerly of Ashland, Wis., has removed to Washington, where he has taken charge of the Northern Grain Co.'s business.

Lloyd J. Smith, of the Santa Fe Elevator and Dock Co. and the Chicago Elevator Co., who is well known in Chicago grain circles, has been appointed a member of the Board of Education of Chicago.

Mr. F. W. Rundell and Miss Stella J. Pangle, both of Toledo, Ohio, were married April 28. Mr. Rundell is a member of the firm of W. A. Rundell & Co., hay, grain and seed dealers of Toledo, a member of the Produce Exchange and of the National Hay Association.

Robert H. Jenkins has been appointed Chief Grain Inspector of the port of Boston, Mass., taking the place of A. M. Kennedy, who is confined to his home by illness. Mr. Jenkins is well known to the members of the grain trade. He was Chief Inspector of Boston from 1880 to 1886, having gone from Chicago to take the position.

The elevator never goes barefooted. It is always supplied with a boot for each leg.

The Grain Dealers' National Association will hold a meeting at Des Moines, Iowa, June 29 and 30.

Five alleged "bucket shops" were raided by the police at London, Ont., on May 10, and all correspondence and documents seized.

When "Uncle Samuel" takes hold of the parties who are engaged in grain swindling schemes, there will be a howling in the vicinity of the Garden City.—Trade Bulletin, Chicago.

One of the bills passed by the Minnesota legislature and which is now a law authorizes the state railroad commission, of its own motion, to proceed to an investigation of the reasonableness of existing freight rates, without waiting for complaint, as under the old law.

We have received the Cincinnati Price Current's Statistical Annual for 1897. It is issued as a supplement to the Price Current, and contains grain trade, crop, packing and other statistics for the year ending March 1, 1897, compiled by Chas. B. Murray. It contains 40 pages and has a good index.

The month of April showed a healthy movement of export grain from Baltimore for foreign ports, the total being 4,823,810 bushels. Corn was the principal grain exported, reaching 4,531,697 bushels. In addition, 136,216 bushels of rye, 120,321 bushels of wheat and 35,576 bushels of oats were exported.

Howard, Bartels & Co. of Chicago celebrated their Daily Trade Bulletin's attainment of its 30th year on May 1, by sending out a photographic copy of the first issue, dated May 1, 1867. Some of the fabulous prices quoted on that date are: No. 1 Spring wheat at \$2.90, corn \$1.09, oats 62 cents, etc. The Bulletin now holds first place among daily market reports of the country.

Senator Harris of Kansas May 11 introduced a new bill in Congress for the regulation of interstate commerce, the transformation of the Interstate Commerce Commission into a court of railway commissioners and the regulation of pooling. The proposed court is to consist of seven members and is to have exclusive jurisdiction of all matters arising under the bill, and to have concurrent jurisdiction with other United States courts in all cases of negligence. The jurisdiction conferred is to be criminal as well as civil.

A case of interest to all wheat dealers and handlers in Kentucky was begun at Louisville, Ky., before two members of the Interstate Commerce Commission, April 28. The case was the railroad commissioners of Kentucky against what is popularly known as the Queen & Crescent Route. The case was recently made by Brown Bros. of Nicholasville, Ky., who filed a statement that they were discriminated against in favor of Cincinnati shippers, in the business of shipping wheat to Southern points. Other cases of a similar nature were consolidated with it.



# ELEVATOR

## GRAIN NEWS

N. K. Miller is buying grain at Marcelline, Ill.

A starch factory is being established at Port Costa, Cal.

E. E. Vernon is building an elevator at Shirley, Ind.

J. L. Preston is erecting an elevator at Miller City, Ohio.

A grain elevator is to be erected at St. Joseph, Mich.

An elevator is being built at Kerrick, near Normal, Ill.

Schultz Bros., grain dealers of Pearl, Ill., assigned recently.

Rutledge & Buck are erecting an elevator at Leroy, Ill.

C. J. Spencer has sold his grain business at Watertown, S. D.

W. S. Helm will build a 20,000-bushel elevator at Clifton, Tex.

William Raine has started his elevator at New Liberty, Iowa.

John T. Sims has engaged in the grain business at Wingate, Ind.

W. A. Nye, grain dealer of Harlan, Kan., has removed to Portis.

The Duff Grain Co. has completed its new elevator at Bracken, Neb.

J. T. McRuer will engage in the grain business at St. Joseph, Mo.

Smith & Cogswell have engaged in the grain business at Hadley, Mass.

E. B. Hazen is building a large addition to his elevator at Philo, Ill.

The Velasco Mill Co. will erect a cottonseed oil mill near Velasco, Tex.

W. J. Loughbridge will erect a 75,000-bushel elevator at Lexington, Ky.

The Spencer Grain Co. has completed its new elevator at Hartley, Iowa.

W. H. Sullivan has engaged in the grain, hay and feed business at Cairo, Ill.

Herbert Rohrs & Co. will build a 10,000-bushel elevator at Millhousen, Ind.

T. H. Hammon, dealer in grain, etc., at Lindale, Texas, has sold his business.

L. J. Paxton has purchased the Musselman Elevator at Gilbert Mills, Ohio.

A. H. Hicks writes us that the people of Jamestown, Ind., want an elevator.

L. H. Swan & Son have succeeded L. H. Swan, grain dealer of Wadena, Ind.

Wm. Bofenkamp has succeeded the F. A. Towsley Grain Co. at Ellsworth, Minn.

Edward Wilson has purchased S. E. Rosencrans' grain business at De Witt, Ill.

T. F. McDonald has purchased William Russell's grain business at Ludlow, Vt.

Two new grain warehouses are to be erected at Kendrick, Idaho, this summer.

Parker & Tinchwell have purchased N. C. Wilkinson's elevator at Alta, Iowa.

Harvey & Henry of Buffalo, N. Y., will convert their flour mill into an elevator.

Armour & Co. will, it is said, build an elevator at Pewaukee, Wis., next winter.

C. R. Ulrich & Son's elevator at Dawson, Ill., has been closed for a short time.

H. H. Steele, grain dealer of Golden City, Mo., is erecting an elevator at Lockwood.

The Samuel Born Grain Co. of Lafayette, Ind., is erecting an elevator at Star City.

W. A. Druker is building an addition to his elevator and mill at West Windham, N. H.

G. L. Woolsey of New York, and others, will build a distillery at Vincennes, Ind.

J. W. Robertson & Co., grain dealers of Mansfield, Ill., are erecting an elevator at Ogden.

T. A. Harney has built an elevator at Annawan, Ill., and engaged in the grain business.

Rankin & Durkee, dealers in grain, coal, etc., at Lake Geneva, Wis., dissolved partnership May 1. M. G. Rankin has gone to Milwaukee, where he

will engage in the same business, and Mr. Durkee will continue the business at Lake Geneva.

The Blum Bros. Co. has succeeded S. Blum & Co., dealers in grain, etc., at Martinez, Cal.

People in the vicinity of Tremont, Ohio, want an elevator, and one may be erected this summer.

Fred Gray is building a grain store at New Auburn, Me., where he will engage in business.

Hon. S. H. Friendly is erecting an addition to his grain and hop warehouse at Eugene, Ore.

Webb & Purcell have succeeded R. P. Webb, dealer in grain, produce, etc., at Alvord, Texas.

The A. C. Horton Grain Co. of Grand Rapids, Mich., is reported to be closing out its business.

A. F. Walker has succeeded Walker & Van Diest, dealers in grain, coal, etc., at Prairie View, Kan.

Rippee & Roby are rebuilding their elevator at Stafford, Kan., which was recently blown down.

The Bassett Grain Co. has been incorporated at Indianapolis, Ind., with a capital stock of \$10,000.

Douglass & Armstrong, who carried on the grain and lumber business at Marseilles, Ill., have retired.

The Wade Elevator Co. has been incorporated at East St. Louis, Ill., with a capital stock of \$20,000.

M. Joyce & Son of Memphis, Mich., are said to be contemplating the erection of an elevator at Emmet.

H. A. Crossman is making alterations to his grain store at Needham, Mass., and will erect an elevator.

Peterson Bros' elevator at Canton, S. D., which has been closed for some time, is again in operation.

L. N. Barbee and others are organizing a company to erect a cottonseed oil mill at Wortham, Texas.

The Prescott Elevator Co. of Prescott, Ont., has increased its capital stock from \$175,000 to \$300,000.

Jacob Heldman, dealer in grain and stock at Janera, Ohio, is building an addition to his elevator.

James Smith & Sons are overhauling their elevator at Delphos, Kan., and putting in an engine.

The Ann Arbor Railroad is said to contemplate the erection of an elevator, etc., at Frankfort, Mich.

A large macaroni factory has been started at Eleventh and North Market Streets, St. Louis, Mo.

S. Alden Eastman has engaged in the grain business at Hopkinton, Maine, where he has opened a store.

The W. Seyk Co. of Kewaunee, Wis., is erecting a grain warehouse as an addition to its mill at that place.

F. O. Gold will build a 20,000-bushel elevator at Renville, Minn., on the site of his present warehouse.

William Conner has begun the erection of an elevator at Ohio, Ill. A gasoline engine will furnish power.

A. E. Eskridge & Co., dealers in grain and feed at Wynnewood, Ind. Ter., have sold their business and retired.

C. W. Brown, agent at Dunlap, Ill., of Easton & Co., grain dealers of Peoria, is said to have absconded.

J. B. Shaw has bought the interest of G. W. Smith in the firm of Smith & Parker at Midland City, Ill.

The elevator at Shelby, Neb., belonging to James Bell of David City, which was recently burned, will be rebuilt.

Risser Bros. have let the contract for the erection of a 12,000-bushel elevator, to be built at Tucker, Ill.

L. Hutchinson of Lodemia, Ill., will engage in the grain business at Sibley, where he will operate an elevator.

Theo. McGinnis has retired from the firm of Geo. E. Sears & Co., dealers in grain and hay at New Orleans, La.

F. H. Peavey & Co. will erect a 1,250,000-bushel steel storage addition to the Republic Elevator at Minneapolis.

D. M. Ferry & Co. have let the contract for the erection of an addition to their seed warehouse at Detroit, Mich.

The Iowa Elevator Co.'s 35,000-bushel elevator at Peoria, Ill., which was destroyed by fire recently, will be rebuilt.

Mathem Bros., a new firm at Gaza, Iowa, is preparing to engage in the grain and lumber business at that place. A new elevator may be built this summer.

Roberts & Pettit have formed a partnership to engage in the grain business at Roberts, Ill., where they have purchased P. Risser & Co.'s grain elevator. Mr. Roberts was formerly a grain mer-

chant at Roberts, and Mr. Pettit has been in the employ of Risser & Co. for many years.

Samuel Squire contemplates erecting a grain warehouse at Westfield, Mass., and engaging in the grain business.

F. O. Griswold, dealer in grain, flour and feed at Huntington, Mass., has opened a branch store in the same town.

The firm of Sherman & Requa, seedsmen of Neosho, Mo., has been dissolved, Mr. A. Requa continuing the business.

The Hanover Distilling Co.'s distillery at Peoria, Ill., has been sold at public auction and will be put in operation.

The Grand Trunk Railroad Co. is erecting an elevator at Midland, Ont., where a bonus of \$25,000 was voted for it.

It has been reported that a new elevator is to be erected at Louisville, Ky., but local grain men say this is erroneous.

A company has been organized at Winona, Miss., to erect a cottonseed oil mill. R. A. Allison will be superintendent.

A. Finnegan has rented the Commercial Elevator at Random Lake, Wis., where he has engaged in the grain business.

William Hiestand is enlarging his grain warehouse at Palm Station, Penn., to accommodate his increasing business.

John Walther, dealer in grain and seed at Oconomowoc, Wis., is contemplating the erection of an elevator this season.

The Farmers' Elevator Co. will at once begin the erection of an elevator at Northfield, Minn., of 30,000 bushels' capacity.

C. W. Green, dealer in grain, flour, etc., at Amsterdam, N. Y., has opened a grain, feed and flour store at Ballston Spa, N. Y.

James Ward has purchased the interest of J. P. Rockey in the firm of Rockey & Teegardin, grain dealers of Ashville, Ohio.

An involuntary petition in bankruptcy has been filed in the case of Maurice Condon, dealer in grain and hay at Boston, Mass.

G. W. Van Dusen & Co. recently had their agent at St. Lawrence, S. D., O. K. Barton, arrested on a charge of embezzlement.

It is reported that Joseph Schultz Sr., grain dealer of Pegram, Ill., assigned to J. D. McLane recently, with liabilities of \$13,000.

Kohl & Eden of Danforth, Ill., have purchased the grain business of the late W. W. Gilbert of that place and will continue it.

L. Van Reed & Co., grain dealers at Williamsport, Ind., are reported to be doing a large business at their elevator at that place.

James O. Taft of Oak Grove, Mich., is preparing to erect an elevator to take the place of the one destroyed by fire recently.

O. M. Lord & Son have organized a company to succeed J. C. Goward, dealer in grain, hay and flour at North Easton, Mass.

George Fooks has bought J. D. Parrott & Son's elevator at Waggoner, Ill. Gilbert Parrott will assist Mr. Fooks for some time.

John L. Dickey of Middletown, Ohio, writes us that C. I. Longenecker of that place contemplates erecting an elevator before fall.

A. Yungbluth has leased the Chicago O'Neill Grain Co.'s elevator at Oto, Ill., and is carrying on the grain business in his own name.

A. R. Clough writes us that S. W. Rowell, who is completing an elevator at New Market, N. H., will put in machinery for a mill.

Thomas Brown of Scottsville, N. Y., will erect an elevator and produce warehouse at that place, which will be in charge of David Grey.

F. P. Rush & Co. expect to build an elevator at Farmer City, Ill., very soon, to take the place of the one recently destroyed by fire.

It is said that the Louisville & Nashville Railroad Co. has decided to erect at once an elevator of 500,000 bushels at Pensacola, Fla.

F. S. Grubb of Weyauwega, Wis., is erecting a feed mill and elevator at Stanley, and expects to do an extensive feed and grain business.

G. Wenzelmann, dealer in grain, lumber, machinery, etc., at Streator, Ill., where he operates an elevator, has erected a new elevator at Dimmick, Ill., where he will also engage in business.

J. K. Davidson & Co. are building another elevator near their present plant at Parsons, Kan., which, when completed, will double the capacity of the plant. With the present elevator, this firm frequently handles over 100 cars of corn a day.



but is compelled to run day and night to do so. With the new elevator it will be able to handle 150 cars in ten hours.

Charles Dietiker is erecting an elevator at Freedom, Mich., where he will carry on a grain business in connection with other lines.

Mrs. A. L. Hurtubise has succeeded to the grain and hay business formerly conducted by A. L. Hurtubise & Co. at Montreal, Que.

James Washburn of Kentland, Ind., has acquired an interest in an elevator at Remington, where he has moved to engage in the grain business.

C. A. Merrill recently purchased W. F. Merrill's grain and hay business at Manchester, N. H., and has erected a building which he will occupy.

Moses Dillon carries on an extensive business in grain, lumber and coal at Sterling, Ill., where he operates an elevator and other establishments.

A joint stock company is being organized at Owen Sound, Ont., with a view to erecting a 500,000-bushel elevator on the Grand Trunk Railroad.

The Smith-Hippen Grain Co. of Pekin, Ill., has constructed a conveyor from its elevator far enough into the river to convey grain from boats to the elevator.

W. S. Kinsman, grain dealer and general merchant of Loda, Ill., assigned recently. Mr. Kinsman was on bonds of J. S. Sheldon, banker of Loda, who failed.

The Crown Cereal Co. of St. Louis, Mo., has erected a large elevator at that place to be operated in connection with its new plant for the manufacture of corn goods.

The Barnett & Record Co. of Minneapolis has received a contract for building an elevator of 20,000 bushels' capacity for M. B. Helmer at Fond du Lac, Wis.

The Acme Milling Co. of Oklahoma, Okla., is about to begin the erection of an elevator of 50,000 bushels' capacity. It will be completed the latter part of June.

A. E. Shurtleff is erecting a storehouse at South Paris, Maine, which will have a grain elevator run by an electric motor and other conveniences for handling grain.

The American Glucose Co. of Peoria, Ill., is going to erect a 250,000-bushel grain elevator near its works at Peoria. It is expected that the work of construction will begin soon.

The Central Georgia Railroad's elevator at Savannah, Ga., has been inspected and overhauled with a view to putting it in operation, handling through shipments of grain.

Joseph Nepper and William Topf Jr. have formed a partnership and engaged in the grain business May 1. They have purchased J. L. Walter's elevator and are doing a good business.

The Standard Hay & Grain Co. has been incorporated at Rochester, N. Y., with a capital stock of \$8,100. The directors are R. F. Greggs, Elizabeth McClure and F. W. Vedder of Rochester.

W. W. Miller & Sons, dealers in grain, etc., at South Haven, Kan., have decided to erect five small elevators at points where they buy grain, and will have them completed in time for the new crop.

G. W. Smith and Brack Marvel have bought the elevator and grain business of Wiley Marvel & Co. at Waynesville, Ill. The new firm, which commenced business May 1, is styled Smith & Marvel.

Work on the Erie Railroad Co.'s elevator at Chicago is well under way, and it is expected that it will be ready for the reception of grain by the middle of June. John S. Metcalf & Co. have the contract.

Burglars entered Barhyte & Devenpeck's grocery and coal office at Schenectady, N. Y., recently. They took a dollar's worth of postage stamps from the safe and overlooked \$21.25 in cash in the same place.

G. H. Gray, grain dealer of Saunemin, Ill., has put a contrivance in his elevator by which he can blow or force grain from the dumps into the car without elevating. It is said to save work and largely increase the handling capacity of the elevator.

Swope & Frazer, the grain firm, which operated elevators at Martinsburg, Winchester, Clearbrook and Shenandoah Junction, W. Va., has been placed in the hands of James F. Thompson, as receiver. The firm is not insolvent, but wishes to dissolve partnership.

The property of the United Elevator Co. of St. Louis, Mo., has been ordered sold. The property includes the St. Louis Elevator, Central Elevator "A," Central Elevator "B," the Merchants' Elevator and the Union Depot Elevator. The bondholders have agreed to a plan of reorganization, and the Consolidated Elevator Co., which was recently

incorporated, will succeed the present concern. The reorganization committee will buy in the property for the bondholders, and turn it over to the new company.

The Bantwell Milling & Grain Co. of Troy, N. Y., elected the following Board of Directors at a recent meeting: F. E. Draper, W. H. Draper, W. C. Geer, M. F. Sheary, F. E. Howe, E. N. Akin and Hugh Galbraith.

Cox Bros., dealers in grain, hay and feed at Riverside, Cal., have moved from their old location at that place to new quarters, where they will increase their business. They will put in an electric barley mill.

W. D. Allison, who operated an elevator at Brookings, S. D., for a number of years, also dealing in farm machinery, assigned recently to R. Matson. It is said that the liabilities are much in excess of the assets.

F. E. Close & Co., dealers in grain, produce, etc., have removed from Byron, Mich., to Durand. Their elevator at the former place has been torn down, and will be erected at Durand, and equipped with modern machinery.

The Link-Belt Machinery Co. has the contract for shafting and pulleys and a complete outfit of elevating machinery for the new elevator which James Stewart & Co. are building for the Galveston Wharf Co. at Galveston, Tex.

Jones & Crossman are erecting an elevator at Fulda, Minn., and an office and storage building will also be built. The elevator will have a complete equipment of machinery, and a gasoline engine will furnish the power.

M. G. Rankin and C. C. Peirce have formed a partnership at Milwaukee to do a general shipping business in coarse grain and feed. The firm name is M. G. Rankin & Co., and they succeed Rankin & Durkee of Lake Geneva.

The firm of Simpson, Hendee & Co. has been organized at New York City to deal in grain, feed and flour. The capital stock is \$25,000, and the incorporators are as follows: James Simpson, Abner Hendee and J. W. Danforth.

Joseph Cushing & Co., dealers in grain, flour, etc., at Fitchburg, Mass., have bought the grain business of the late J. P. Russell at Hudson, where they will continue the business with Warren Lewis in charge, and Albert Healy as assistant.

Dow & Co., grain dealers of Annawan, Ill., will erect an elevator this summer to take the place of the one destroyed by fire some time ago. A double corn crib will be built, of 50,000 bushels' capacity, with dumps and shelling facilities.

It has been announced that Hugh McLellan, president of the Montreal Transportation Co., Jas. Richardson & Sons of Kingston and several other grain men will form a company and build an elevator at Kingston, Ont., of 500,000 bushels' capacity.

We are informed by J. Reymershoffer Jr. that the Texas Star Flour Mill Co. of Galveston, Tex., will build a new 700,000 to 750,000 bushel elevator at that place. The foundations are all in and the contract will be let about the middle of May.

The Kirwan Brothers Grain Company has been incorporated at Baltimore, Md., by Walter Kirwan, Emory Kirwan, Harry C. Hinds, Joseph M. Warfield and Reginald E. S. Dougherty, for the sale of seeds and fruits. The capital stock is \$10,000.

W. C. Ervin & Co., grain shippers of Chicago, assigned recently for the benefit of creditors, transferring their assets to Jas. B. Sturman. The firm has been in business seven years and expects to make arrangements to resume business very soon.

Grain drying machinery has been put in the Chicago Great Western Elevator at Kansas City, Mo., which cost \$10,000. This new drying machinery has a capacity of 15,000 bushels per hour, and is said to be the only one of its kind west of Chicago.

The Harris Mill & Elevator Co. has been incorporated at Kenton, Ohio, with a capital stock of \$15,000, to carry on a grain and elevator business. The incorporators are Geo. H. Harris, William Wendt, Maggie L. Harris, Maggie G. Letson and Asher Letson.

C. C. Harland & Co., grain dealers and elevator operators of Eureka, Ill., and who operate a house at Crescent City, recently sold their elevator at Cruger and purchased Prillaman's elevator at Cheneyville. Harvey Bracken will have charge of the business at that point.

The Independent Elevator Co. of Duluth, Minn., has been incorporated with a capital stock of \$100,000, by Herman H. Kenkel of Indianapolis, J. B. Bittenger of Detroit and John A. Todd of Duluth. The general nature of its business shall be to buy, sell, store and ship grain; to purchase, lease, erect and operate elevators and grain houses for the storage and handling of grain of all kinds; to lease, buy, own, improve, mortgage or bond such lands, elevators and grain houses as may be deemed neces-

sary and convenient for the purpose of said business by the Board of Directors.

John Kayser has bought the farmers' elevator at Parkston, S. D., and the Farmers' Elevator Co., which was organized at that place some years ago, has gone out of existence. An attempt is being made to organize a new farmers' company, which may be done this summer.

Williams Bros., dealers in grain, stock, etc., at Pringhar, Iowa, have applied for sites at Archer and Hartley, upon which to build elevators. The firm already does a good business, and with elevators at these points expects largely to increase it.

The firm of W. A. Miller & Co. has been incorporated at San Francisco, Cal., to conduct a grain and feed business. The capital stock is \$25,000, the following being the incorporators: Mrs. Jane A. Miller, Winthrop A. Miller, Emily A. Miller, Annie L. Miller and Abraham Hall.

Negotiations are still under way for the erection of the Edwin Mooers & Co. elevator at Kingston, Ont. The company will be called the Kingston Elevator & Transit Co., Ltd. A by-law will be submitted to the vote of the people, and if adopted work will immediately be commenced.

The Oregon & Washington Flour Co. has been incorporated with a capital stock of \$25,000, by D. D. Oliphant, John McCracken and Jas. K. McCracken. The company will do a general business, including dealing in grain, flour, etc., operate mills, warehouses, etc. The headquarters will be at Portland, Ore.

The assets of Norton & Co., millers and grain merchants of Lockport and Chicago, Ill., who assigned recently, have been sold for \$150,000 to A. F. Hutch and Bernard Glavy, representing the creditors. A stock company has been organized, of which John L. Norton is president, and it will operate the former company's elevators, mills, etc.

Irving T. Bush, President of The Bush Co., Ltd., New York City, has revived his plans for the erection of elevators for storing and handling grain, near his warehouses in South Brooklyn. The promoter seeks the cooperation of capitalists, and if this is secured the elevators will be erected. Mr. Bush has long been an enemy of the Warehouse Trust, and it is to be hoped his purpose will be accomplished.

A number of grain dealers have organized a company at Winnipeg, and for which a charter will be applied for at once. The capital stock of the company will be \$250,000, of which \$150,000 has been subscribed and paid up. The applicants for a charter are: W. J. Lindsay, W. L. Parrish, Brandon; W. A. Walker, Winnipeg; A. J. Adamson, Morden; J. A. Thompson, Cairnduff; R. J. Chalmers, Manitou; and other well-known grain dealers are stockholders. The company intends to enter the field early in the summer, and will control about forty elevators at leading centers throughout the province and territories. The intention is to purchase grain at from seventy-five to one hundred points. The head office will be in Winnipeg, and representatives will be established in Ontario and New York City, who will attend to the export business of the company.

The Dibert Bros. Mfg. Co. of San Francisco is making extensive additions and alterations to the grain cleaning plant of Balfour, Guthrie & Co.'s export warehouse at Port Costa, Cal. When completed the house will have elevating and cleaning capacity of 16,000 bushels per hour. In addition to placing several Richmond and Barnard & Leas separators, smutters, barley bearders, etc., the firm is constructing, under permit from the Needle Screen Gravity Separator Co. of San Francisco, one of its gravity grain separators, having guaranteed capacity of 4,200 bushels of wheat or 3,100 bushels of barley per hour. This will be the third gravity separator placed at that great grain shipping point. Operating without motion or power, it is said to make a thorough separation of oats, light kernels, and seeds, from barley, and at the same time delivers the grain graded in as many sizes as desired. It is equally efficient handling wheat, oats or corn.

The Electric City Elevator Co. has let the contract for the erection of its new elevator at Buffalo to the Steel Storage & Construction Co. The MacDonald Engineering Co. of Chicago has the contract for the foundations. The elevator will be on pneumatic steel storage tank system. There will be 19 tanks, 7 of which will have a capacity of 100,000 bushels each, and each of the other 12 will hold 25,000 bushels of grain. Each of the grain tanks will be subdivided into compartments, so that cargoes or shipments of any size can be kept separate. And all of the compartments will have hopper bottoms, so as to be self-cleaning. The main building, in front of the tanks, will be 146 feet high and 40x130 feet on the ground. Both it and the tanks will rest on the solid rock. The Niagara Falls power, which will operate the pneumatic elevating system, as well as the ordinary



belt and conveyor system, which will be used in the principal elevating legs, will be supplied through ten motors each of 50 horse power. The capacity of the elevating legs will be 30,000 bushels an hour.

The Kalbfleisch & Raymond Elevator Co., composed of Martin Kalbfleisch of Brooklyn, N. Y., and Geo. H. Raymond, Buffalo, are preparing to erect a fireproof grain elevating and transfer tower, and perhaps two storage elevators later, after plans by R. J. Reidpath. The tower will cost \$5,000, the machinery \$7,000. The elevating and transfer tower will be built at the foot of Genesee Street, fronting the Erie Basin and slip. The new tower will afford much needed and greatly modernized facilities for the transfer of grain from vessels to canal boats and to cars. The tower will be 40 feet wide, 30 feet long and 85 feet high. The structure will be built upon wheels which will carry it on tracks, enabling the elevator to be moved the length of the firm's docks, a distance of 300 feet, thus making the unloading of several boats a comparatively easy undertaking. The mechanism of the tower will be so arranged and so perfect in construction that the tower may be handled by one man and stopped within a quarter-inch of any point. The great advantage of the tower is in the saving of time and labor and the avoidance of moving the vessel to accommodate the tower, as is generally necessary. The construction of this tower will be entirely different from that of any of the elevators now in process of construction. In designing the tower what is known as the expanded metal system of fireproof construction was adopted. This consists of a sheet of metal which is perforated in such manner that when stretched it forms a lattice. The metal sections embedded in concrete form the sides of the bins, the floors the roof, and the sidewalls of the structure. Experiments for strength and fire test have shown this method of construction to be perfect, as well as the most economical known. The outside walls will be about nine inches thick, with a two-inch air space between the outer and inner layers of steel concrete forming the wall. There will be three elevating legs inside the tower, double scales, three discharge legs, and the capacity for handling will be about 20,000 bushels of grain per hour. The storage houses, if erected, will cost \$125,000 each, including the machinery.

## OUR CALLERS

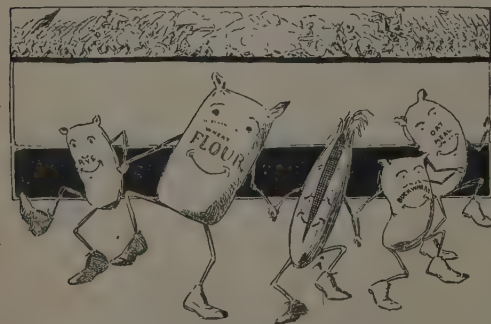
We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

C. Williams, Eagle Grove, Iowa.  
J. Reymershoffer Jr., Galveston, Tex.  
Edward R. Taylor of Cleveland, Ohio.  
J. S. Leas, of Barnard & Leas Mfg. Co., Moline, Ill.  
C. R. Knickerbocker, of The Knickerbocker Co., Jackson, Mich.  
H. H. Rice, of the Nordyke & Marmon Co., Indianapolis, Ind.  
G. M. Robinson, President of The Sterling Gas Engine Co., Sterling, Ill.

## FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 21 months ending with April, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1896-97.	1895-96.	1896-97.	1895-96.
August.....	1,770,160	1,257,850	1,060,659	538,860
September.....	1,627,480	1,799,050	1,399,514	1,159,128
October.....	2,014,920	1,957,450	515,159	1,026,467
November.....	874,840	1,202,300	259,916	462,422
December.....	643,272	817,650	5,692,037	462,984
January.....	392,560	493,900	230,267	214,513
February.....	344,520	359,700	137,185	189,892
March.....	307,980	354,450	207,725	303,301
April.....	176,900	247,500	524,527	256,137
May.....	.....	273,850	.....	447,311
June.....	.....	237,800	.....	257,531
July.....	.....	409,750	.....	546,239
Total bushels.....	8,122,372	9,458,550	10,026,989	5,857,785



Effect of Greco-Turkish war on American bread-stuffs, according to St. Paul Dispatch.

# PRESS COMMENT

## PRISON-MADE SACKS IN WASHINGTON.

Here, how is this? The Board of Control have raised the price of grain sacks. It doesn't make any difference if the price of jute has advanced or circumstances demand it. Populists are not supposed to be governed by the ordinary laws of trade. Why do they not exercise the fiat power?—Post-Intelligencer, Seattle, Wash.

## RECIPROCAL DEMURRAGE.

A reciprocal demurrage charge every shipper and receiver should insist upon having. The people themselves can, if they only get together, regulate this matter. There is no reason or justice in a one-sided demurrage charge. A long pull, a strong pull, and a pull all together by those interested, the hay and grain dealers, the lumber dealers and kindred trades will accomplish the object aimed at. It can be done, although not without an effort. Individual effort will be of no avail unless backed up by a general public sentiment and by some powerful organization.—Hay Trade Journal.

## STEEL ELEVATORS.

We have wondered why, since steel became very cheap, builders of elevators did not resort to it. The additional cost over wood must be trifling, while the advantages of steel must be very great. The fire risk would be practically nothing. The danger of breakdown from decay would not exist in a properly built steel structure. As against such accidents, and about all possible accidents, the owners of a steel elevator could afford to carry their own insurance on grain stored. On all accounts, we would say, the change from timber to steel would be desirable.—The Tradesman.

## NATIONAL GRANARIES FOR THE UNITED KINGDOM.

There is no doubt this scheme of national granaries is quite revolutionary, and there is also no doubt that because of its immensity most persons shrink from entering upon it. It is idle to deny that it would not upset many existing arrangements; this is always so when any great change is suddenly made, as would be necessary in the present case. The rule to let changes gradually come is a wise one in most instances, but there are exceptions to it, and we believe the present is one. It would doubtless work some changes in the corn trade—everyone would be prepared for that—but those changes would, perhaps, not be so great as some imagine.—Milling, Liverpool.

## THE CHEAPER CEREALS IN USE.

The slow demand from abroad for our wheat is especially discouraging, as the inquiry is below anything figured early in the season, on this side of the Atlantic or on the other. When the figures of total production were first compiled the only question that agitated speculators was the problem of how the world was going to get along with so light supply, without prices advancing to a point that would turn enough consumption to substitutes for wheat to make the less quantity of it do for the whole crop year. The official wheat yield in this country was something of an error, but the usual commercial reckoning was not much astray. The fault of calculation seems to be in the price that would turn so many consumers to the cheaper cereals.—Minneapolis Market Record.

## FREE SEED DISTRIBUTION.

The annual free distribution of seeds by the United States government is a very great injustice to, and seriously injures, the seed business. This year there were given away by the government about 12,000,000 packets of seed. Each congressman and senator had as his quota 42,500 packets of garden, field and flower seeds, which were mailed free to any addresses which the congressmen or senators supplied. This free gift is very injurious both to the large seedsmen as well as every country store which handles seeds, for if their customers can get their seeds free and make their own selection, which was contemplated in the last bill, it will ultimately destroy all dealers in seeds if the appropriation increases as steadily as it has done for the past few years.—California Fruit Grower.

## BUCKET SHOP SCHEMES.

There seems to be an irresistible fascination in the presentation of schemes which are said to promise incredible profits, and it would appear that the greater the mystery which surrounds the methods by which these improbable results are promised, the more likely they are to secure the confidence of the unwary who part with their money in the belief that they will be the lucky recipients of the big gains held out to them. And as soon as these

gambling frauds have made a sufficient haul and closed their doors, they rely upon the belief that they are not going to be bothered much with their creditors' claims, for the reason that the latter in most instances will rather pocket their losses than risk becoming the objects of ridicule for being caught by such flagrant duplicity.—Trade Bulletin, Montreal.

## EFFECT OF WAR ON PRICE OF WHEAT.

The recent rise in the price of wheat has been curiously attributed to the outbreak of war between Turkey and Greece. Strictly speaking, the hostilities which have been going on in Thessaly cannot of themselves have had the slightest influence on the value of American wheat. Greece and Turkey neither buy nor sell wheat to any extent, whether they are at peace or war. The total value of all our exports to both countries is about \$200,000 a year, and wheat is not even an item in that small account. The excitement in our wheat markets has, therefore, been purely speculative. It has been based on the expectation that the war between Turkey and Greece would eventually draw in some of the great powers of Europe, which at present, at least, does not seem probable.—Baltimore Sun.

# COMMISSION

Harkness & Gavin, grain and stock brokers of Salt Lake City and Park City, Utah, failed recently.

The T. J. Bradshaw Grain Co. has been organized at St. Louis, Mo., to engage in the commission business and buy and ship grain and hay.

The Roller Commission Co. has been incorporated at St. Louis, Mo., with a capital stock of \$10,000, by George Romer, E. L. Buschman and Henry Becker.

Smyrl & Hughes, grain and flour commission merchants of Cincinnati, Ohio, have dissolved partnership. Mr. Smyrl will remain in the commission business.

C. C. Ames, of the firm of Ames & Lockman, grain commission merchants of Duluth, Minn., is reported to have disappeared recently. It is said that his office accounts do not balance by \$10,000.

C. B. Eggleston, who two years ago was a prominent trader on the Chicago Board of Trade, has returned to the wheat pit, after a long absence. It is said that the wheat crowd is now looking out for trouble.

W. S. Busenbark, formerly traffic manager of the Chicago Great Western Railroad, has accepted a position with Counselman & Day, grain and stock brokers of Chicago. He will represent them on the Chicago Stock Exchange.

We are informed that the report of the dissolution of the firm of Chas. B. Morris & Co., hay and grain commission merchants of New York City, is without foundation. There has been no change in the firm and they are still doing business at 131st Street and Hudson River.

The P. Brockman Commission Co. of St. Louis, Mo., has transferred its property to E. Brockman, of the same place, to cover an indebtedness of over \$58,000, due E. Brockman. The property includes elevators at Irving and Maryville, Kan.; at Jamaica, Hanlon, Princeton, Cortland, Pickhill, Beatrice, Honesville, Blue Springs, Barnaton, Raymond and Valparaiso, Neb.

The Christie-Street Commission Co. has been incorporated at Kansas City, Mo., with a capital stock of \$50,000. C. C. Christie, late of the W. A. Michael Commission Co., is President of the new company; E. J. Street, who is Vice-president, was formerly in the grain business at St. Joseph, Mo., and G. W. Kenney, the Secretary, has been identified with the grain trade of Omaha for the past 10 years.

E. W. Swanson, ex-manager of the Western Union Telegraph office at Litchfield, Minn., has sued the company, Superintendent McMichael and Folgatter & Co., a Minneapolis grain firm, for \$10,000 damages, and bases his claims on a charge of malicious prosecution. He alleges that while in charge of the Western Union office there he did a grain commission business, which fact, he says, was known to the company. Shortly before his dismissal he had purchased for his customers, through Folgatter & Co., options on several thousand bushels of wheat, and he claims that the understanding was that the deals should be closed when the margins were exhausted. There was a break in the price, and Folgatter & Co. claim to have closed out the trades at a loss of \$150 below the margins, which amount they wanted Mr. Swanson to pay. This he refused to do. Mr. Swanson says Folgatter & Co. complained to the Western Union, whose superintendent notified him that if he did not pay the amount he would be discharged. Mr. Swanson claims that it is impossible for him to get work with other companies.



## Items from Abroad

Sweden imported from January 1 to March 31, as compared with the same time of the preceding year: Wheat, 11,576 against 14,212 tons; corn, 1,322 against 661 tons; rye, 2,370 against 9,993 tons; barley, 1,480 against 88 tons.

Switzerland imported during the first five months of the crop year of 1896-97, ending December 31, wheat and flour amounting to 1,169,000 quarters (of 480 pounds each); during the first five months of the crop year of 1895-96, 861,000 quarters.

Imports into Copenhagen from Aug. 1, 1896, to March 31, 1897, included the following: Wheat, 109,700 quarters (of 480 pounds each); corn, 654,000 quarters (of 480 pounds each); oats, 49,600 quarters (of 304 pounds each); rye, 95,700 quarters (of 480 pounds each).

Italy imported during March 124,000 quarters of wheat (of 480 pounds each); the exports included 2,500 sacks of flour. The net imports of wheat and flour in the eight months ending March was 1,185,000 quarters, against 2,418,000 quarters in the corresponding eight months last season.

Argentine exported from January 1 to April 22, in quarters of 480 pounds each: Wheat, 192,500 quarters, against 1,514,500 quarters in the same time of 1896, and 2,607,000 quarters in the same time of 1895; corn, from April 1 to 22, 142,000 quarters in 1897, and 274,000 quarters in 1896.

Russia exported from Aug. 1, 1896, to April 17, 1897, compared with the same time of the preceding season: Wheat, 9,268,300 against 9,920,600 quarters (of 480 pounds each); corn, 324,800 against 528,750 quarters (of 480 pounds each); oats, 5,929,100 against 4,717,800 quarters (of 304 pounds each); rye, 3,077,800 against 3,358,500 quarters (of 480 pounds each); barley, 4,484,906 against 5,341,900 quarters (of 400 pounds each).

From time to time much has been said and written about the necessity of providing national granaries to ensure a supply of wheat in time of war. Recently the question was raised in the House of Commons, when it was resolved that it was the duty of the government to give some attention to the danger that may arise from the fact that this country is largely dependent on foreign countries for its food supplies.—The Miller, London.

United Kingdom imported from Sept. 1, 1896, to March 31, 1897, compared with the same time of the preceding season: Wheat, 9,706,384 against 9,015,639 quarters (of 480 pounds); corn, 8,550,743 against 6,496,070 quarters (of 480 pounds); oats, 3,738,646 against 2,877,534 quarters (of 304 pounds); barley, 4,410,579 against 4,360,157 quarters (of 400 pounds each); beans, 450,093 against 504,483 quarters (of 480 pounds each); peas, 470,910 against 376,324 quarters (of 504 pounds each).

The United States Consul at Seoul, Korea, reports as follows regarding the rice crop of Korea: The principal food of the people is rice, and is preferred to wheat, millet and beans. It is of excellent quality, though the average is a little below Japanese rice. The consul roughly estimates the production of rice in Korea as 320,000,000 pounds per year. In 1895 the country exported, directly to Japan, 305,196 piculs (of 133 pounds each), against 376,239 piculs in 1894. The yield this year is very large.

Austria-Hungary imported from Aug. 1, 1896, to Feb. 28, 1897, compared with the same time of the preceding season: Wheat, 27,670 against 39,700 quarters (of 480 pounds each); corn, 218,000 against 342,500 quarters (of 480 pounds each); oats, 200,600 against 252,500 quarters (of 304 pounds each); rye, 68,100 against 144,000 quarters (of 480 pounds each); barley, 37,200, against 69,800 quarters (of 400 pounds each); beans, 1,150 against 790 quarters (of 480 pounds each); peas, 7,010 against 9,080 quarters (of 504 pounds each). Exports during the same periods were: Wheat, 161,600 against 147,500 quarters; corn, 69,300 against 29,300 quarters; oats, 4,300 against 8,850 quarters; rye, 610 against 1,300 quarters; barley, 2,245,600 against 989,500 quarters; beans, 315,000 against 274,100 quarters; peas, 1,120 against 1,310 quarters.

In Hamburg and immediate vicinity, reports the United States Consul, there is very little consumption of clover seeds and other grass seeds, but Hamburg is the largest and most important market on the European Continent for all grass seeds. The chief supply comes from the United States, Canada, Russia, Austria-Hungary, and, to a small extent, from France and Italy. The American seed is generally sold in German currency per 110 pounds (gross for net) c. i. f. Hamburg, payment sight drafts against documents in Hamburg. Some of the Western states sell in cents per American pound delivered in New York, payment against documents in New York. The prices vary greatly, according to the crops. Our seeds are from 10 to 20 per cent. cheaper than similar products from other countries,

which is said to be due to the fact that they are not as hardy as other foreign seeds, and that the grass grown from them is too fuzzy. The dealers do not believe this view of the Agrarians to be true. The consumption of flaxseed is not very great and consumers depend only to a small extent upon importations. These arrive from Russia and India, the latter product being used for the manufacture of oil.

Holland imported from Aug. 1, 1896, to Feb. 28, 1897, compared with the same time of the preceding season: Wheat, 3,517,000 against 3,224,000 quarters (of 480 pounds each); corn, 1,644,000 against 1,117,000 quarters (of 480 pounds each); oats, 1,734,000 against 875,500 quarters (of 304 pounds each); rye, 1,418,500 against 1,396,500 quarters (of 480 pounds each); barley, 1,294,500 against 1,352,000 quarters (of 400 pounds each). Exports during the same periods were: Wheat, 2,925,000 against 2,267,500 quarters; corn, 782,500 against 431,500 quarters; oats, 1,522,000 against 736,500 quarters; rye, 903,000 against 752,000 quarters; barley, 1,077,000 against 880,000 quarters.

## Fires - Casualties

Horace Landon's grain office at Auburn, Ill., was destroyed by fire recently.

The West Elevator at Talbot, Ind., was slightly damaged by fire on April 21.

The C., M. & St. P. Elevator at Panama, Iowa, was destroyed by fire April 23.

Ripsey & Roby's elevator at Stafford, Kan., was recently blown down in a windstorm.

Wolff's grain office at Fremont, Ohio, was destroyed by fire recently, entailing a loss of \$200.

G. W. Owens & Co.'s warehouse and granary at Lancaster, Texas, was destroyed by fire recently, entailing a loss of \$300. There was no insurance.

W. S. Jenkins' elevator, warehouse and mill at Leesburg, Va., were recently destroyed by fire, entailing a loss of \$6,000. There was insurance of \$3,000.

The elevators of Powers Bros. and Butterfield & Co. at Humboldt, Neb., were recently flooded by high water in the river, but very little damage was done.

M. R. Harrell's grain and hay warehouse at Williamsburg, Va., was destroyed by fire April 28, together with considerable grain and hay. There was no insurance.

The Elkhorn Lumber Co.'s elevator at Elkhorn, Wis., was partially destroyed by fire April 13, and a large quantity of oats was damaged. Loss \$3,000, covered by insurance.

While a Big Four train was being switched at Sheldon, Ill., recently, some of the cars ran off the track and crashed into an elevator, damaging it to a large extent. William Wallace was instantly killed.

The warehouse on the levee at Dubuque, Iowa, occupied by B. J. O'Neill, and which was filled with grain, collapsed April 22. About 35,000 bushels of oats were precipitated into the river, and were lost.

Fire was discovered in Rabbeth & Dunlop's mill elevator at Clarksville, Tenn., April 25, but was extinguished before much damage was done. The fire was thought to be the result of lightning striking the building.

A fire originating in the boiler room of John M. Gordon's elevator at Summitville, Ind., April 15, caused some damage to the plant, but a bucket brigade saved the building from destruction. The origin of the fire is not known.

The Mosca Milling & Elevator Co.'s elevator at Mosca, Colo., caught fire April 19 and narrowly escaped being destroyed. The fire was confined to the dust room at the top of the elevator, where it originated, and the damage amounted to \$800.

James O. Taff's elevator at Oak Grove, Mich., was burned April 22, together with about 1,500 bushels of wheat, 2,000 bushels of beans, and a quantity of rye, cloverseed, etc. The loss is \$5,000; insurance \$3,800. The elevator will be rebuilt at once.

Wm. Hall's grain warehouse at Batavia, Iowa, was destroyed by fire April 17, together with 7,300 bushels of oats, which had been held for nearly three years. The origin of the fire is unknown. There was insurance on the building of \$150, on grain \$1,000.

Piers of the Chesapeake & Ohio docks at Newport News, Va., were destroyed by fire April 27, and the elevator was only saved by tearing down the grain conveyors from the piers to the elevator. The fire started in a tugboat, and three other vessels were destroyed, together with over 50,000 bush-

els of grain. The damage to the elevator amounts to \$15,000. The conveyors to the elevator will be rebuilt on improved plans, their capacity increased 75 per cent.

John Bailey's elevator at Huntsville, Ohio, was destroyed by fire April 20, together with several thousand bushels of grain, entailing a loss of about \$3,000. There is no insurance, as the policy had expired the day before. The elevator was set on fire by an incendiary.

James Dempsey's hay barns, storehouses, etc., at East Frankfort, N. Y., were destroyed by fire at 8 p. m., April 27. Mr. Dempsey did a large business in hay pressing, dealing in oats and other farm products. Part of the stock was saved. The loss is \$6,500; insurance half that sum.

The Isaac Johnson Warehouse at Negaunee, Mich., was badly damaged by fire April 28, together with considerable grain, hay and feed. The damage to the stock and building is estimated at \$1,500; insurance \$1,000. The fire was of incendiary origin. The building will be repaired and the business continued.

Incendiaries set fire to two elevators at Columbia, S. D., April 15, and both were destroyed. One belonged to the Winona & Dakota Grain Co., and contained 1,200 bushels of wheat. The other, which was operated by G. W. Van Dusen & Co., was owned by Stokes Bros., and contained 8,000 bushels of wheat.

The elevator at Shelby, Neb., belonging to James Bell, grain dealer of David City, was destroyed by fire at 1 a. m., April 26. Loss \$3,000; insurance \$2,000. There was very little grain in the elevator. The origin of the fire is supposed to have been spontaneous combustion. Mr. Bell will rebuild his elevator shortly.

Two grain warehouses at Columbia, S. D., owned by G. W. Van Dusen & Co., with 1,500 bushels of grain, 500 sacks of flour and a quantity of feed, were destroyed by fire on the night of May 5. Everything is a total loss. This is the second fire within a few weeks, and takes every elevator and grain house in Columbia. The fire is supposed to have been of incendiary origin.

Fire at Detroit, Mich., on May 9, destroyed the elevator and dry kiln of the H. W. Rickel & Son Malting Company at the corner of Gratiot and Duquindre streets. The elevator and dry kiln contained about 200,000 bushels of barley and malt. The loss is estimated at \$60,000, fully covered by insurance. The company has a second plant on Hastings street and there will be scarcely any stoppage to its business.

The annex to the Port Huron Elevator Co.'s Elevator at Port Huron, Mich., operated by P. B. Sanborn & Co., was destroyed by fire April 22, and 50,000 bushels of wheat and corn in the elevator were damaged to the extent of \$20,000. Loss on elevator \$12,000. It is believed that a spark entered an open window of the cupola, and caused the fire. The company's only marine leg was destroyed, which will interrupt business for a time. The elevator may be rebuilt.

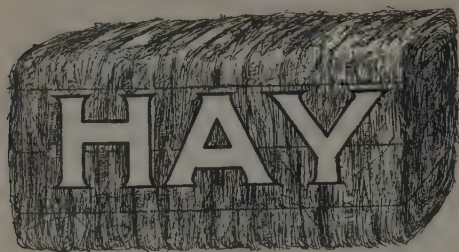
Great Northern Elevator "A" at West Superior, Wis., caught fire at 3 p. m., May 4, but as the elevator is well equipped with fire extinguishing apparatus it was put out by the employees. The damage does not exceed \$100. The fire is said to have originated in the engine room, and was caused by the chaff and dust from the grain in the elevator catching fire as it passed from the big pipe into the furnace. The pipe became clogged up, and had to be torn open. This pipe extends from the grain storage department through the top of the engine room and into the furnace where the refuse is burned.

The Iowa Elevator Co.'s 350,000-bushel elevator at Peoria, Ill., was destroyed by fire at 9 p. m., April 26, together with 125,000 bushels of grain owned by different parties, and a number of freight cars. The fire originated in the engine house, a detached brick building a few feet from the elevator. It is supposed to have been incendiary. The total loss approximates \$200,000. The insurance on the building and contents amounts to \$128,050. The Iowa Elevator was built in 1884 at a cost of \$110,000, and was owned by the estate of S. C. Bartlett & Co., W. H. Bartlett of Chicago, and Benj. Warren Jr. of Peoria. Mr. Bartlett is President of the company, Mr. Warren, Secretary. The elevator will be rebuilt at once.

Every regular grain dealer will be welcome at the annual meeting of the Illinois Grain Dealers' Association at Decatur June 8. No Illinois dealer can afford to stay away.

Buckwheat amounting to 351,619 bushels, valued at \$138,820, was exported in March, according to the last report of the Bureau of Statistics; and 1,483,242 bushels, valued at \$847,349, were exported during the nine months ending March 31.





Some hay dealers want to change the methods of commission men when they should change the color of their hay.

William Shuttis has engaged in the hay and feed business at Bowling Green, Ohio, where he has opened a store.

In 1894 Argentine exported to Great Britain hay valued at \$73,770, against an amount valued at \$143,467 in 1893.

Johnson's warehouse at Negaunee, Mich., was destroyed by fire April 28, together with a quantity of hay, feed, bran, etc. Loss \$4,000; insurance \$1,000. The fire is supposed to have been of incendiary origin.

Joseph Bigel's hay press and feed mill at 511 First Avenue, Milwaukee, Wis., were destroyed by fire April 29, together with a large quantity of hay and feed. The loss on the building is \$2,000, on contents \$5,000.

The production of forage and hay crops in the South, that is those adapted to Southern soil and climate, is said to be greatly on the increase, and that the importance of such crops is just beginning to be appreciated.

If the National Hay Association realized the value of publicity it would let the trade hear from it now and then through the trade journals. An occasional report would interest the members and awaken the interest of outsiders.

What will strengthen and raise the price of hay to a paying basis? is the anxious query of a good many hay men. The shipper looks to the commission merchant; the commission man looks to the hay shipper. The judge says, Good hay.

Let hay shippers beware of commission men who make a business of bidding, say 50 cents to \$1 per ton above the market price. Oh, yes, such commission men may pay a small draft; but they will be more likely not to pay at all, and absorb whatever gets into their hands.

The J. M. Axley Commission Co. of Kansas City, Mo., writes to the Hay Trade Journal: The prospects for the new crop are about the same as they were last year. There is no perceptible change at this writing to note, except that the people are getting to be better educated in handling hay through this section.

Commission merchants often have much to complain of. Said one recently: "I have in my time hustled all day to sell one car of low-grade hay, while if it had been good hay there would have been two or three buyers after it, and it could have been sold for a tenth part of the worrying and fretting that was necessary to get the poorer car off of my hands."

W. C. Brooks, who deals in hay, feed, etc., at Sheffield, Mo., came near losing his property by fire on May 7. Jimmie Connell, a negro boy, had a snake which escaped from him under a pile of straw in Mr. Brooks' yard. Jimmie applied a match to the straw in order to frighten the snake out. The fire extended to a carload of straw, but was finally extinguished, when Mr. Brooks started after Jimmie, who was well on his way home.

Mary K. Kulp of Hatfield, Pa., recently brought suit in the United States Circuit Court at Philadelphia, against the Standard Hay Baling Co. of Suder-ton, Pa., for alleged infringement of an assigned patented improvement in hay presses. The patent expired recently, and the suit is pressed to obtain an account of profits for the purpose of recovering damages for the making of the alleged infringement. The device is for the pressing of two bales of hay at one operation by the use of a partition board in the press and connected to and moving with the follower.

The man who devises means of lessening the evil of shippers grading their hay too high will deserve a medal from a long-suffering trade. Says the Hay Trade Journal: "Some few hay dealers there are who incline to the belief that by doing away entirely with the grade Choice timothy, much of the trouble and annoyance of buyers or shippers would be obviated. A correspondent says that of one thousand farmers with whom he has dealings, he has yet to find one that does not consider his hay Choice. Suppose the highest quotation or grade known was No. 1 Extra, or even No. 1, would not

the result be the same as far as this particular complaint is concerned?" Perhaps the man who attempts to lessen this evil would be as successful in hunting for perpetual motion. One is as impossible as another.

A hay shipper who was asked for his views on loading hay replied in this ironical way: "If you are handling timothy hay you should bale heavy; make bales weigh at least 40 or 50 pounds each; then if you have to load 34-foot cars you can get in at least 6 or 6½ tons in a car (it requires heavy cars to ship South or East). No doubt you have several different grades of hay. If so, you should be careful to sort and load it so as to make the most money out of it. In loading a 34-foot car I would advise you to let the first wagonload be about half red-top and half clover. The next load should be less red-top and clover, but you could fill in a few bales of stained hay and stack tops, then if you have some hay that got wet in the field, and is damaged and rotten put in a load or two of that. By this time you have loaded about to the car doors. Now sort over all your hay and pick out enough strictly peagreen, choice hay to fill the doors. Be sure to leave one grain door down, because that side will be next to the team track or warehouse, and there would be nothing for the man who unloads it to swear at if the grain door was not down so he could not get the hay out."

A decision rendered by Superintendent Murray, of the Chamber of Commerce, may result in a movement on the part of the dealers in hay on the floor to secure better facilities for the inspection of hay. At present official inspection is given all hay arriving in cars where desired, but the inspector is compelled to give certificates of inspection on what he can see from the open car door. The practice on the part of some dealers of selling on their own inspection, or by sample, has grown to considerable proportions of late, and it was the posting of some of these sales on the books on 'Change that led up to the decision referred to. Some days ago the attention of Mr. Murray was called to a sale posted, wherein No. 1 timothy was quoted considerably above other sales of timothy of a similar grade. When the sale was challenged it was developed that the hay had been sold without official inspection as Choice timothy, which accounted for the good price recorded. Superintendent Murray announced then that in the future, where a sale of a specific grade

of hay was posted that had not been officially inspected the fact must in some way be designated on the books, in order that the price might be consistent. In other words, if a sale of No. 1 timothy is recorded, unless the inspector has classed it as No. 1, the books must show that the specific grade was established in some other way. While Mr. Murray's stand is sustained by the members of the trade, there is a feeling that, owing to the increase in the volume of the hay trade, warehouse facilities should be established by which cars received might be unloaded and inspected bale by bale.—Tribune, Cincinnati, Ohio.

#### REVIEW OF CHICAGO HAY MARKET.

The prices for hay ruling in the Chicago market during the last four weeks, according to the Trade Bulletin, were as follows:

During the week ending April 17 receipts of hay were 3,903 tons, against 3,554 tons the previous week. Shipments were 365 tons, against 392 tons for the previous week. The demand for choice Timothy and Upland Prairie was quite good and the arrivals were only moderate. Prices ruled firm and an advance of about 50 cents per ton was established. Poor, wet and damaged hay was in liberal supply and the demand was very light. Prices showed no material change.

During the week ending April 24 receipts were 2,937 tons, shipments 341 tons. The market for strictly choice sound Timothy and Upland Prairie ruled very firm. The offerings were small and the demand was good, principally on local account. Prices firm, but not particularly higher. Poor and medium grades were very dull. The arrivals were rather large and the demand was very light. Prices irregular, depending on the quality and condition. Sales of Choice Timothy ranged at \$9.75@10.50; No. 1, \$8.50@9.50; No. 2, \$7.00@8.50; No. 3, \$7.00; not graded, \$5.00@9.75; Clover Mixed, \$6.50. Choice Prairie, \$7.75@9.00; No. 1, \$7.00@8.00; No. 2, \$5.75@6.50; No. 3, \$5.00; No. 4, \$4.00@4.25. Rye straw sold at \$7.00@8.00; wheat straw at \$6.00, and oat straw at \$5.00@5.50.

During the week ending May 1 receipts were 2,958 tons, shipments 243 tons. The demand for Choice Timothy and Upland Prairie was quite good. Arrivals only moderate and a firm feeling prevailed. Prices slightly higher. Poor and damaged hay was in liberal supply and the market was rather dull. Demand light for this class of stock, and sales

TABLE FOR FINDING THE VALUE OF A LOAD OF HAY.

Lbs.	\$4.00	\$5.00	\$6.00	\$7.00	\$8.00	\$9.00	\$10.00	\$11.00	\$12.00	\$13.00	\$14.00	\$15.00	\$16.00	\$17.00	\$18.00	Lbs.
10	.02	.03	.03	.04	.04	.05	.05	.06	.06	.07	.07	.08	.08	.09	.09	10
15	.03	.04	.05	.05	.06	.07	.08	.08	.09	.10	.11	.11	.12	.13	.14	15
20	.04	.05	.06	.07	.08	.09	.10	.11	.12	.13	.14	.15	.16	.17	.18	20
25	.05	.06	.08	.09	.10	.11	.13	.14	.15	.16	.18	.19	.20	.21	.23	25
30	.06	.08	.09	.11	.12	.14	.15	.17	.18	.20	.21	.23	.24	.26	.27	30
40	.08	.10	.12	.14	.16	.18	.20	.22	.24	.26	.28	.30	.32	.34	.36	40
50	.10	.13	.15	.18	.20	.23	.25	.28	.30	.33	.35	.38	.40	.43	.45	50
60	.12	.15	.18	.21	.24	.27	.30	.33	.36	.39	.42	.45	.48	.51	.54	60
70	.14	.18	.21	.25	.28	.32	.35	.39	.42	.46	.49	.53	.56	.60	.63	70
80	.16	.20	.24	.28	.32	.36	.40	.44	.48	.52	.56	.60	.64	.68	.72	80
90	.18	.23	.27	.32	.36	.41	.45	.50	.54	.59	.63	.68	.72	.77	.81	90
100	.20	.25	.30	.35	.40	.45	.50	.55	.60	.65	.70	.75	.80	.85	.90	100
200	.40	.50	.60	.70	.80	.90	1.00	1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	200
300	.60	.75	.90	1.05	1.20	1.35	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	300
400	.80	1.00	1.20	1.40	1.60	1.80	2.00	2.20	2.40	2.60	2.80	3.00	3.25	3.40	3.60	400
500	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	500
600	1.20	1.50	1.80	2.10	2.40	2.70	3.00	3.30	3.60	3.90	4.20	4.50	4.80	5.10	5.40	600
700	1.40	1.75	2.10	2.45	2.80	3.15	3.50	3.85	4.20	4.55	4.90	5.25	5.60	5.95	6.30	700
800	1.60	2.00	2.40	2.80	3.20	3.60	4.00	4.40	4.80	5.20	5.60	6.00	6.40	6.80	7.20	800
900	1.80	2.25	2.70	3.15	3.60	4.05	4.50	4.95	5.40	5.85	6.30	6.75	7.20	7.65	8.10	900
1000	2.00	2.50	3.00	3.50	4.00	4.50	5.00	5.50	6.00	6.50	7.00	7.50	8.00	8.50	9.00	1000
1100	2.20	2.75	3.30	3.85	4.40	4.95	5.50	6.05	6.60	7.15	7.70	8.25	8.80	9.35	9.90	1100
1200	2.40	3.00	3.60	4.20	4.80	5.40	6.00	6.60	7.20	7.80	8.40	9.00	9.60	10.20	10.80	1200
1300	2.60	3.25	3.90	4.55	5.20	5.85	6.50	7.15	7.80	8.45	9.10	9.75	10.40	11.05	11.70	1300
1400	2.80	3.50	4.20	4.90	5.60	6.30	7.00	7.70	8.40	9.10	9.80	10.50	11.20	11.90	12.60	1400
1500	3.00	3.75	4.50	5.25	6.00	6.75	7.50	8.25	9.00	9.75	10.50	11.25	12.00	12.75	13.50	1500
1600	3.20	4.00	4.80	5.60	6.40	7.20	8.00	8.80	9.60	10.40	11.20	12.00	12.80	13.60	14.40	1600
1700	3.40	4.25	5.10	5.95	6.80	7.65	8.50	9.35	10.20	11.05	11.90	12.75	13.60	14.45	15.30	1700
1800	3.60	4.50	5.40	6.30	7.20	8.10	9.00	9.90	10.80	11.70	12.60	13.50	14.40	15.30	16.20	1800
1900	3.80	4.75	5.70	6.65	7.60	8.55	9.50	10.45	11.40	12.35	13.30	14.25	15.20	16.15	17.10	1900
2000	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	13.00	14.00	15.00	16.00	17.00	18.00	2000

#### COMPUTING HAY VALUES.

It takes time and labor to weigh and compute the value of hay, as everyone who handles hay knows. This work can be greatly lessened by using the accompanying table. The table can be pasted on a piece of cardboard and hung beside the scale beam, or by putting the card in a frame and covering it with glass it can be used for an indefinite period. It will save time and prevent errors in multiplying when computing the value of hay.

The price per ton of 2,000 pounds being known, it is very easy to find the value of any fraction of a ton at \$4 to \$18 per ton. If a farmer has 1,565 pounds of

hay on his wagon, and the dealer has bought it at \$7 per ton, he finds by looking across the table from 1,500 pounds to the column at the top of which is \$7 that the value of 1,500 pounds at \$7 per ton is \$5.25, the value of 60 pounds 21 cents, and the value of 5 pounds 2 cents, making a total of \$5.48. If the price was \$7.50 per ton he would also find the value of 1,565 pounds at 50 cents per ton and add \$5.48 to the value at \$7 per ton. To find the value at 50 cents, first find it at \$5, and take one-tenth of that sum. The value of 1,500 pounds at \$5 is \$3.75; at 50 cents it is .375 cent.



were slow. Prices unchanged. Sales of Choice Timothy ranged at \$10.00@10.50; No. 1, \$9.00@9.50; No. 2, \$8.00@8.50; not graded, \$7.00@9.50; Choice Prairie, \$8.00@9.50; No. 1, \$7.00@8.00; No. 2, \$5.50@7.00; No. 3, \$4.25@6.00; No. 4, \$4.50@5.00; no grade, \$5.50. Rye straw sold at \$7.00@8.25; wheat straw at \$5.00@5.25, and oat straw at \$5.00@5.50.

During the week ending May 8 receipts were 3,746 tons, shipments 495 tons. A very fair business was transacted. The arrivals showed an increase and the demand was quite good for all choice, sound Timothy and Prairie Hay. All consignments met with ready sale. Prices advanced about 50 cents per ton. The offerings of poor, damaged and medium grades were rather large and the demand was light. The market ruled dull, with no improvement in prices. Sales of Choice Timothy ranged at \$10.00@11.00; No. 1, \$9.50@10.50; No. 2, \$8.50@9.00; not graded, \$8.50@9.75; Choice Prairie, \$9.00@10.50; No. 1, \$8.00@9.00; No. 2, \$7.00@8.00; No. 3, \$4.25@6.50; No. 4, \$5.00@5.50; no grade, \$5.50@7.00. Rye straw sold at \$6.50@8.00 for poor to choice; wheat straw at \$5.50, and oat straw at \$4.75@5.00.

#### HAY IMPORTS EXCEED EXPORTS.

According to the report of the Bureau of Statistics, hay amounting to 17,076 tons, valued at \$139,194, was imported during March, against 26,574 tons, valued at \$285,739, imported in the same time of the preceding season; and during the nine months ending March 101,164 tons, valued at \$874,660, were imported, against 246,814 tons, valued at \$2,219,387, imported in the same time of 1895-96.

Of imported hay 20 tons, valued at \$300, were exported in March, against none in March, 1896; and 87 tons, valued at \$1,125, were exported in the nine months ending with March, against none in the same time of the previous season. During March 5,467 tons of domestic hay, valued at \$75,173, were exported, against 6,352 tons, valued at \$94,591, exported in March, 1896; and during the nine months ending March 43,975 tons, valued at \$602,650, were exported, against 42,860 tons, valued at \$639,088, exported in the same time in 1895-96.

## The EXCHANGES

Memberships in the Chicago Board of Trade are selling at \$770 net to the buyer.

A. B. Lord and James A. Patten have been elected directors of the Chicago Board of Trade.

No action has yet been taken by the Kansas City Board of Trade regarding the erection of a new building.

The grain commission merchants of St. Louis are protesting against an ordinance requiring them to pay a license of \$50 to \$500, and a united effort will be made to have the licenses reduced.

The Board of Trade of Superior, Wis., will, on June 1, offer for sale at public auction nearly 60 memberships held by members who have not paid their assessments. The total valuation is about \$900.

The members of the Kansas City Board of Trade recently voted on the question of withdrawing from membership in the Kansas City Grain Transportation Bureau. The decision was in favor of continuing the membership.

The promised report of the Kansas City Board of Trade committee which has been investigating charges of short weights at Kansas City elevators, has not yet made its appearance. A good many grain men think it is about time it did, and see no necessity for the long delay.

The Illinois Railroad and Warehouse Commission has confirmed the election of John Mansfield, M. J. Sheridan and William McKee of Chicago as a Board of Appeals of the grain department at Chicago for the Commission. They were selected by the Chicago Board of Trade at a recent election.

There has been more or less agitation on the St. Louis Merchants' Exchange to alter the custom of dealing in 5,000-bushel lots and lower the minimum to 1,000 bushels. A minimum has never been set, but custom has settled on 5,000 bushels. No action looking to the change has been taken.

J. L. Ball, against whom charges of bucket-shopping were preferred some time ago by A. D. Tobin, a banker and miller of Kewanee, Ind., was recently suspended from the privileges of the floor by the directors of the Chicago Board of Trade for a period of ten years. This is the second longest suspension on record.

The Grain, Hay and Feed Receivers' Association of Cincinnati are considering the matter of fighting what the grain men term the bushwhackers. These bushwhackers live out of the city in some of the smaller towns, and go to Cincinnati to sell carloads of grain and other produce without going through the formality of getting the necessary license to do

so. The grain men of the city complain of them bitterly on account of the competition with their own business, and they have joined with the Produce Exchange to have existing laws enforced and desired laws enacted.

The report of the New York Produce Exchange Gratuity Fund Committee for last year shows that 147 new members joined, of whom 126 were participants in the Gratuity Fund. The income of the Fund during the year was \$510,594, a net gain of \$40,628 during the year. The Gratuity Fund now amounts to \$741,234.

We are indebted to Mr. Geo. F. Stone, Secretary of the Board of Trade of Chicago, for a copy of the 39th annual report of the trade and commerce of Chicago for the year ending Dec. 31, 1896, which was compiled by Mr. Stone for the Board of Trade. It is a large volume of nearly 400 pages. Its special feature is the exhaustive review of the year's business by Secretary Stone, and another is a statement of the disposal of the crops and the stock on hand March 1, 1897.

The feed and hay dealers of the St. Louis Merchants' Exchange will present a petition to the directors of the Exchange, requesting that provisions be made to amend Section 6 of Rule 8, governing the purchase of grain by sample, so as to give them more time to accept or reject grain. The present rule makes it compulsory for a buyer to reject a car of grain or hay purchased by sample on the floor of the Exchange before 11 o'clock the following day, or accept it, whether it comes up to sample or not. They ask that an additional day be allowed, as one day is not time enough to make an inspection.

The grain and hay committee of the Cincinnati Chamber of Commerce was recently called upon to decide a question between the firms of Voorhees & Co. and Loudon & Co. During the flood a car of wheat was consigned by a shipper to Voorhees & Co. and they forwarded it to a milling company at Greenup, Ky., without weighing at Cincinnati, but it was inspected as No. 2 wheat. At its destination it was found to be 87 bushels short and was claimed to be below the sample on which Loudon & Co. bought it for the Greenup parties. The committee held that the matter of quality was out of its reach, as the grain went beyond the Chamber's jurisdiction. Voorhees & Co.'s client, however, must stand the shortage.

An effort is being made among members of the Merchants' Exchange of St. Louis, who are anxious to broaden the market, to have the Exchange pass a rule allowing the delivery of No. 2 Spring and No. 2 Hard Wheat on contract in that market. Their reason for urging this change is that such delivery would make the market broader. In addition, a number of millers are understood to be in favor of this. During a period of two years preceding last August, No. 2 Hard was thus deliverable on contract, but such a fight was made against the rule by members who wished to keep the St. Louis straight Red Winter Wheat as it had been before No. 2 Hard was admitted, that the rule was abrogated. Since August 1, No. 2 Red Winter Wheat only has been deliverable on contract. The movement to permit both No. 2 Spring and No. 2 Hard, as well as No. 2 Red to be delivered upon contract widens the field for speculation, and in this sense, at least, will probably broaden the market and make it considerably more lively for the pit traders.

The grain brokerage business in Russia is, like about everything else, guarded by a good deal of official red tape. There are 15 brokers at the Grain Exchange of St. Petersburg, who are elected by the Grain Exchange Society and officially confirmed. One of them is appointed chief broker by the Exchange Committee. The number of brokers can be increased by action of the Society, with official confirmation, of course. A person who wishes to be an Exchange broker must file a petition with the Grain Exchange Committee, giving proof that he is a member of the Exchange, and in case he went into bankruptcy to present a certificate that his failure was acknowledged by the commercial court as caused by unforeseen misfortune. Brokers cannot engage in any other business, and are bound by numerous rules, regulations and restrictions. The compensation of brokers is fixed at one-half of 1 per cent. for the first 10,000 rubles, and 1 per cent. for amounts above 10,000 rubles from both buyer and seller, which charges brokers are permitted to reduce if they desire.

The proper treatment for grain storage is the requirement that railroad companies themselves at their terminals should store grain as they store any other freights they carry.—Chicago Chronicle.

Public elevator men who deal in grain stored in their own houses are not always prompted by honest motives in handling the grain of other owners. If they had always treated their patrons fairly the present law providing for state regulation would not have been enacted and the trade would not now be so thoroughly aroused against House Bill 583.

#### COMPARATIVE VALUE OF ROOFING MATERIALS.

The remarkable growth of the galvanized iron or steel roofing industry is a subject of comment among those conversant with the facts. A few years ago there were probably not over a dozen iron roofing concerns in the country where now there are hundreds. This rapid increase is due to the excellence and cheapness of iron for building material and its lasting fireproof qualities. Corrugated iron for roofing and siding of buildings has been used to some extent for the past fifty years, but in the early days the excellent quality of shingles used and their comparative cheapness necessarily limited the uses of iron. To-day, however, all this is changed, as, owing to the growing scarcity of lumber, wooden shingles are now made of refuse stock that soon rots out, and their cost is higher than ever before known, while iron and steel, brought to the highest state of perfection, is selling so cheaply that its use for all building purposes is now a matter of economy.

A mooted question has reference to the lasting qualities of this class of roofing material. That there is hardly any limit to the time an iron or steel roof will last, if it is properly cared for and repainted (for the painting of a metal roof is a matter of vital importance in connection with its life), is conceded. The action of the elements will wear out the very best roofing paint in the course of a few years, and it is only by repainting at proper intervals that a metal roof can be prevented from rusting through. A great deal depends on the quality of the paint used on the first coat. Experience has demonstrated that the best is iron-oxide or dry metallic paint reground in pure linseed oil, applied by thorough brushing, and this same kind of paint should be used for all subsequent painting. Two years after a roof has been laid it should have another coat, and after that be painted every five years. This insures the life of an iron roof for one hundred years or more. Before putting on new roofs it is advisable to use layers of felt paper, or resin sized paper on top of the sheathing boards; this protects the under side of the roofing and overcomes the annoyance of condensation, also adding considerably to the life of the roof.

As of possible interest to users of this class of material we give herewith a synopsis of the comparative merits of various roofing materials. "That which constitutes the best roof" has been a question that has at different times been a subject for consideration by everyone. That roofing is the best, which, in itself, contains in largest proportion the following five elements, viz.: Cheapest of first cost, freedom from repairs, effectiveness, fire-proofing and durability. Experience has shown that that which is the cheapest in the first cost cannot reasonably be expected to be the best, therefore in determining the relative qualities of a good roofing, we are compelled to select that one which contains the largest number of good points combined with a reasonable first cost.

With a view of determining what roofing is the best, the following table based on percentages and compiled from actual tests is submitted. The perfect roof would combine all of the elements alluded to represented by 100 per cent. It could not be hoped to attain this perfection, but the table will show clearly the comparative merits of different roofings:

	Gal- vanized.	Painted steel.	Tin.	Slate.	Shin- gles.	Tarred Felt.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Cheapness of first cost.	10	17	7	8	13	20
Freedom from repairs.	20	13	7	17	10	3
Effectiveness.	20	17	13	10	7	3
Fire-proofing.	20	17	15	10	3	7
Durability.	20	17	13	10	7	3
	90	81	53	50	40	36

This reveals a remarkable degree of efficiency and perfection embodied in galvanized iron or steel roofings as compared with other materials used for the purpose. The Cincinnati Corrugating Co., Piqua, Ohio, have in press a treatise to be issued in pamphlet form upon this subject, containing many important and interesting details, which they will be glad to send gratis upon request.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

#### COUNTRY NEWSPAPER OFFICE EQUIPMENT FOR SALE.

A country newspaper office equipment now in use in Eastern Iowa must be sold immediately and moved away. Send for list of material to

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My elevator and grain business for sale. Capacity of elevator, bins and cribs, 65,000 bushels of grain. Good warehouse, 5 seed bins; 18 lots, good tubular well; well located; good grain point; end of division, on L., E. & W. R. R. Price, \$5,000. Address

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I have a good horse power elevator of 20,000 bushels' capacity, with coal shed and corn crib, on the Illinois Central R. R. here, for sale for \$2,700. Also, a horse power elevator of 8,000 bushels' capacity, with coal shed and corn crib, on the C., I. & D. R. R. here, for \$1,000. For particulars address

PETER TAYLOR, Alden, Ia.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

**GRAIN TABLES FOR SALE.**

Send 12 cents to Lock Box 9, Monon, Ind., and receive by return mail one of Catlin's grain tables. You will not regret it.

**ILLINOIS ELEVATOR FOR RENT.**

Elevator in the best grain region of Illinois for rent. The best built and most complete house in this part of the state, on the C., C., C. & St. L. R. R. (Big Four). Has ear corn and grain dump, office scales, hopper scales, one run of 3½-foot French burrs, sheller and cleaner, 30-horse power engine, etc. Must be seen to be appreciated. Handled 75,000 bushels of grain in December and January; is running now. Possession given March 1, 1897. Address

LEVI RICHNER, Mansfield, Ill.

**Locations for Industries.**

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

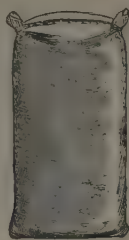
The company has all its territory districted in relation to resources, adaptability and advantages for manufacturing, and seeks to secure manufacturing plants and industries where the command of raw material markets and surroundings will insure their permanent success.

Mines of coal, iron, copper, lead and zinc, forests of soft and hard wood, quarries, clays of all kinds, tanbark, flax and other raw materials exist in its territory in addition to the vast agricultural resources.

The Chicago, Milwaukee & St. Paul Railway Company owns 6,168 miles of railway, exclusive of second track, connecting track or sidings. The eight states traversed by the company, Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South Dakota and North Dakota, possess, in addition to the advantages of raw material and proximity to markets, that which is the prime factor in the industrial success of a territory—a people who form one live and thriving community of business men, in whose midst it is safe and profitable to settle.

A number of new factories and industries have been induced to locate—largely through the instrumentality of this company—at points along its lines. The central position of the states traversed by the Chicago, Milwaukee & St. Paul Railway, makes it possible to command all the markets of the United States. The trend of manufacturing is westward. Confidential inquiries are treated as such. The information furnished a particular industry is reliable. Address

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IRON AND STEEL, ROOFING AND SIDING.

SPECIFICATIONS CHEERFULLY QUOTED UPON.



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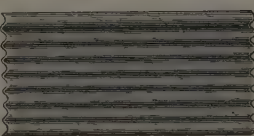
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Material Only or put on Complete.

Special pains are taken to get out these materials so they can be cheaply put on and make a good job.



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Best Grades

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ELEVATOR, 75,000 Bu. WAREHOUSE  
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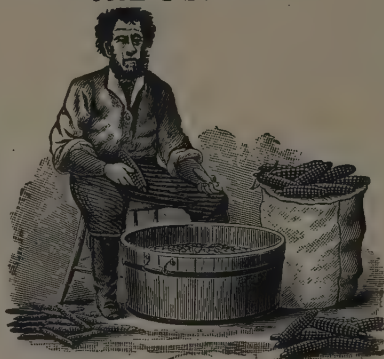
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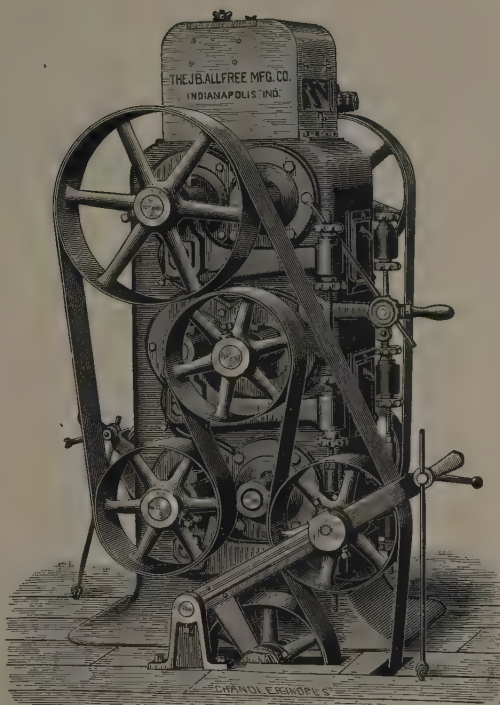
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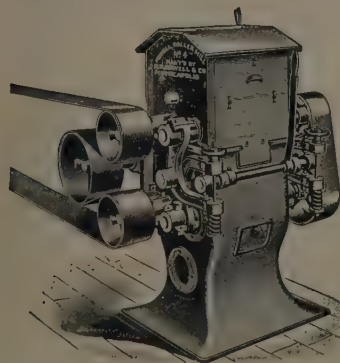
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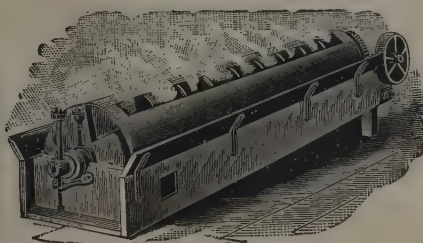
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### DAMP WHEAT can be PUT in CONDITION for GRINDING or STORAGE

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Which is also a successful  
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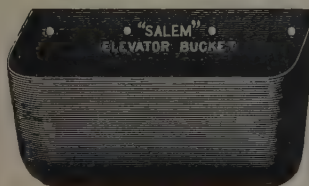
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We fixed the standard to which others aspired, but  
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The BEST is what you want. It is the cheapest and most  
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ALL KINDS OF SHEET AND PLATE METAL WORK.

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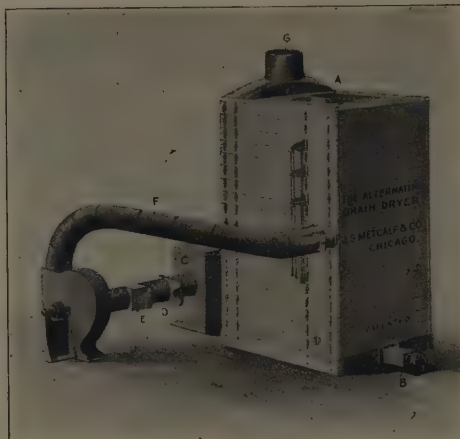
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W. W. Cargill, Green Bay, Wis. .... 500,000  
Vigo Elevator Terre Haute, Ill. .... 500,000  
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Superior Terminal El. Co., Superior, Wis. 2,500,000  
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Any Capacity.

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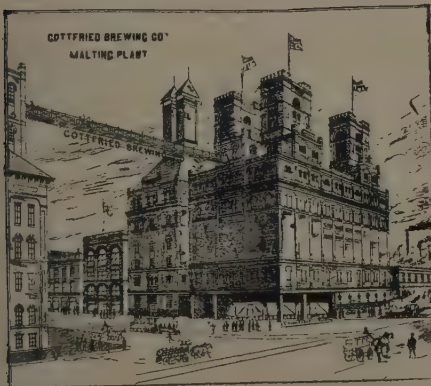
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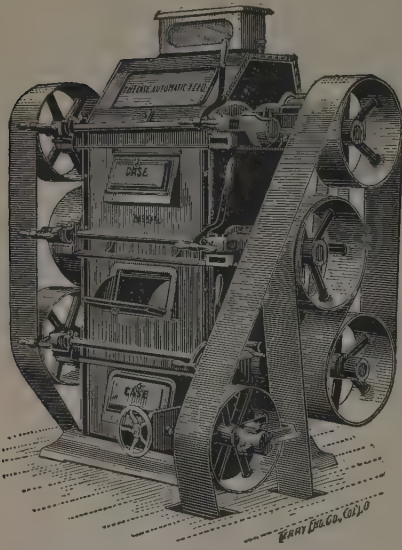


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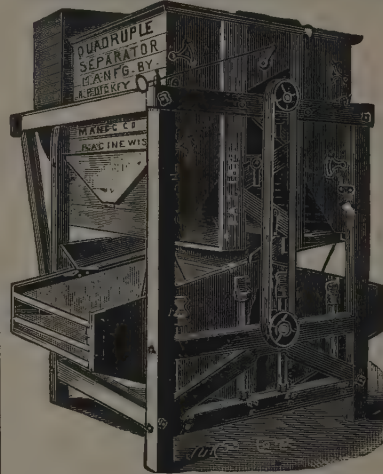
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This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

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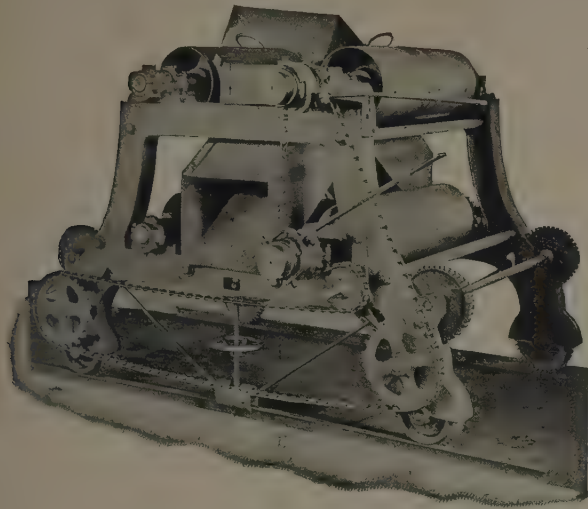
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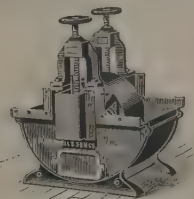


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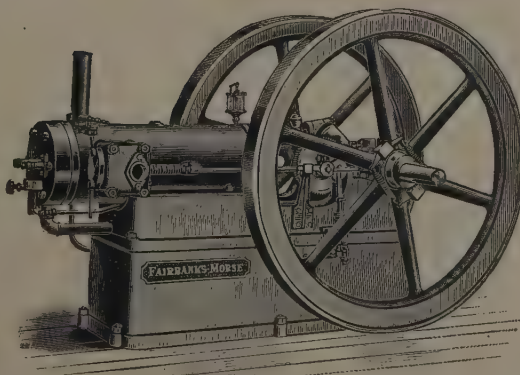
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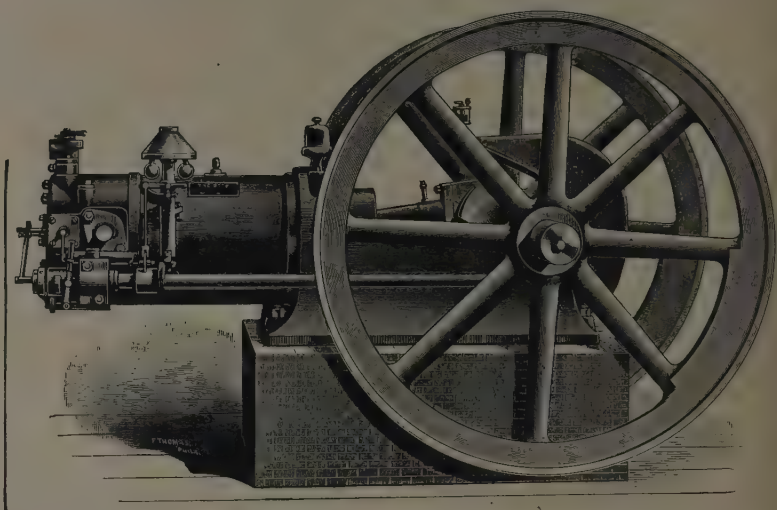
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If you contemplate any changes in your cleaning machinery don't fail to get prices and cuts of our improved

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And Improved

## **EUREKA OAT CLIPPER.**

We have made several important changes in these machines and say without fear of contradiction we have the best Grain Separators, best Oat Clippers, on the market to-day. These facts we can convince the most skeptical by simply writing us, stating what machines are required.

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DEAR SIR:—Your esteemed favor of the 23rd to hand and noted. Accept thanks for the supplement furnished us. We find your Actuary all it has been represented to be. It is a great time saver, is accurate and correct in every particular and is indispensable to everyone connected with the grain business, and we take pleasure in recommending its use. Yours truly,  
KIRWAN BROS. GRAIN CO.

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DECATUR MILLING CO.

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WINONA & DAKOTA GRAIN CO.

NEW YORK, April 29, 1897.

Mr. HENRY NOBBE:

DEAR SIR:—We find your Grainman's Actuary of benefit in checking up invoices, inasmuch as time is saved, and accuracy insured. Yours,

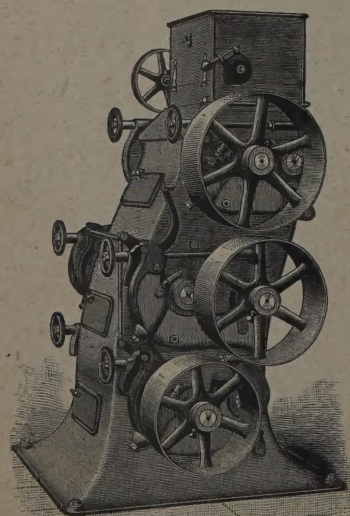
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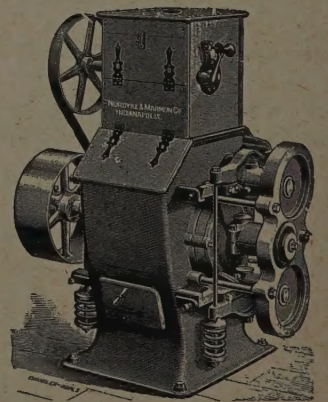


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Invincible Grain Cleaner Co., Silver Creek, N. Y.

Gentlemen:—We have just received your letter and receipt for the check we sent you in payment of your No. 5 **Invincible** Oat Clipper we recently purchased of you, and in answer to your inquiry in regard to how the Clipper works, will say that we never had a machine of any description in our place that has suited us any better than the one we have just purchased of you.

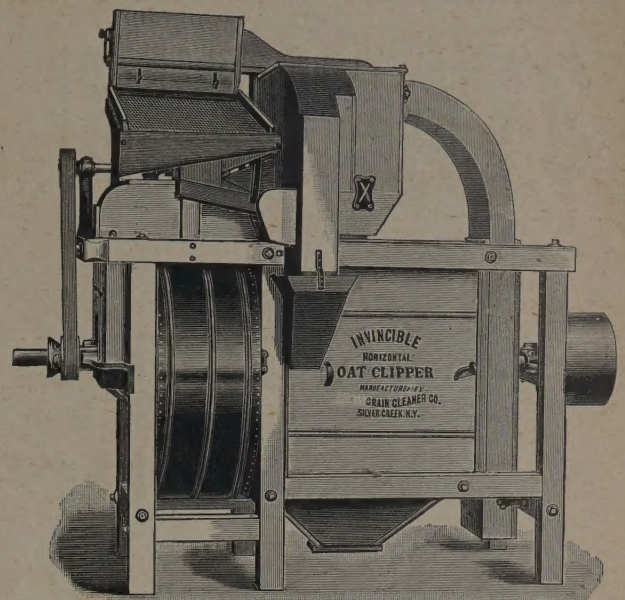
The machine has been running almost constantly since it was set in place and we are willing to say that it has virtually paid for itself in this short time.

The suction seems to work better than on any machine, clipper or cleaner, that we have ever used. We have run at 400 bushels' capacity per hour with all beaters on and have raised the weight of the oats on the same, running from two as high as  $6\frac{1}{2}$  lbs. per bushel.

You may use this letter at any time you wish, and will further say that we will be pleased to show or have you refer anyone to us regarding the Clipper.

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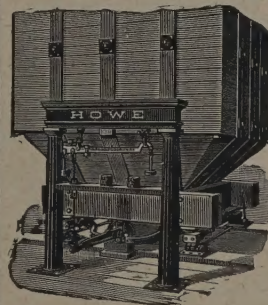
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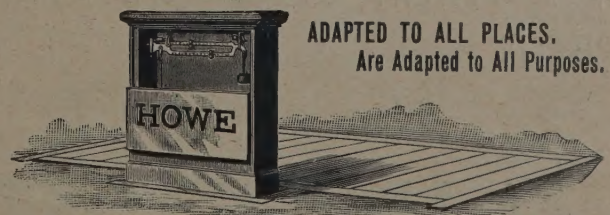


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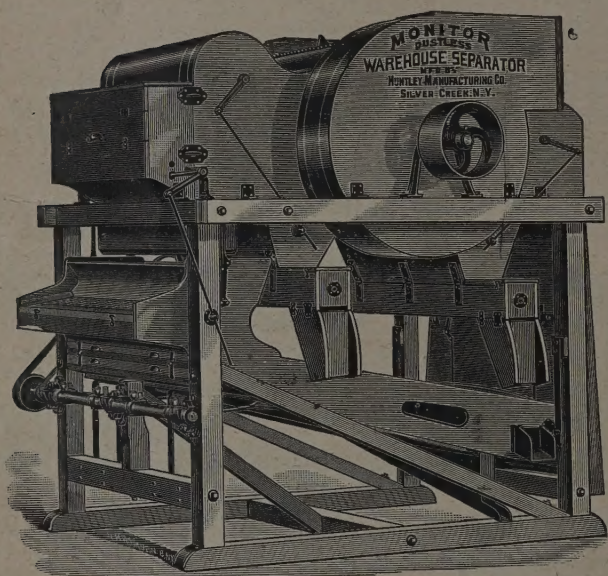
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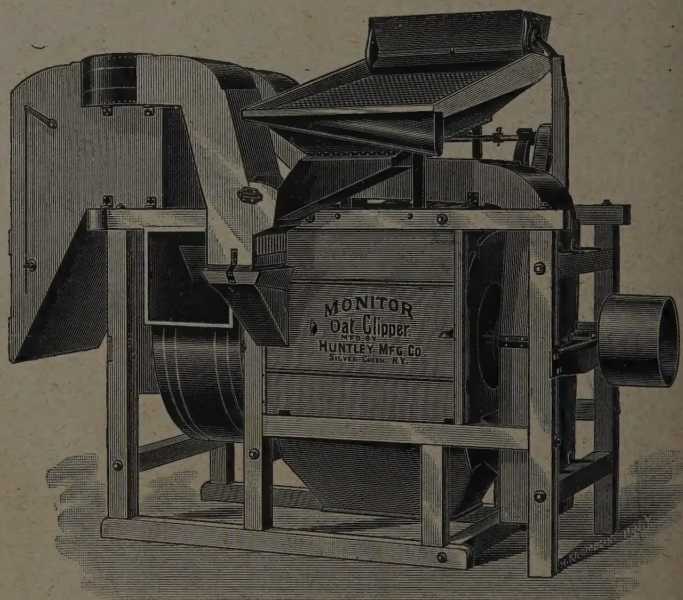


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